

BOOKS OF THE SEA

Wanted to purchase
libraries & smaller collections
Immediate cash settlement

Conway Maritime Press
130, Lordship Lane, London, S.E.22

Navy News

The Newspaper of the Royal Navy and Royal Naval Association

BOOKS OF THE SEA

New Rare and
Secondhand Books
Please write for catalogue

Conway Maritime Press
130, Lordship Lane, London, S.E.22

No. 186, 16th YEAR, DECEMBER, 1969

Published first Thursday of the Month

Price: One Shilling

'Safe' extras in pay code

ENDURANCE
SERVICE



WATCH ON CHARGES

While faith and hope continue to lead discussions on the 1970 Pay Code for the Services, a promise about one existing "extra" has been announced, and some reassurance about others is already contained in the Prices and Incomes Board report.

The position remains that so long as the charges to be levied are kept reasonable — and the Navy Department negotiators have this very much in mind — the Pay Code should be worth waiting for.

With Job Evaluation, plus the X Factor, and with all the other items of extra pay, the code should give the sailor a "salary" comparing favourably with that of a civilian.

It is now official that Committal Pay will not be affected by the 1970 Code. This is the amount (up to 10s. a day) paid to a rating on a nine-year engagement, compared with those (chiefly in the other two Services) who only sign on for lesser periods.

At the nine-year point, Com-

AT THE HELM



mittal Pay is called Length of Service Pay, with further increases at the 14-year and 18-year points. This LSP too, will continue in the 1970 Code.

A great deal of publicity has already been put out by the Navy Department to remove any confusion there may be over the meaning and extent of the Job Evaluation exercise.

As will now be understood, this exercise is a straightforward assessment of a Leading Hand's job converted into a points score, and compared with data covering 700 civilian jobs.

Continued in Page 32

In his first maritime sortie since being elected an Honorary Elder Brother of Trinity House, the First Sea Lord, Admiral Sir Michael Le Fanu, boarded the 12,000-ton freighter Radnorshire at Gravesend and took the wheel as the ship headed upriver for the King George V Docks.

Admiral Le Fanu, seen here with the ship's master, Capt. G. Carney, handled the wheel confidently and cracked: "I think the Glen Line have shown a touching faith in the Royal Navy in letting me steer their ship."

'EXPEDITION ELEPHANT'

Selection has taken place of members of all three Services to join the Elephant Island expedition, which leaves the United Kingdom for Antarctica in October 1970.

Chairman of the Selection Committee is Surg.-Cdr. David Dagleish, who has twice been awarded the Polar medal.

He was medical officer to the Falkland Islands Dependencies survey in Graham Land and leader of the Royal Society I.G.Y. expedition at Halley Bay.

The Elephant Island group is in the South Shetland islands, off Antarctica, and the expedition

will be landed by helicopters from H.M.S. Endurance.

A merry
Christmas

to all our readers,
correspondents and
advertisers

Last Polaris sub. is ready

The fourth and last of Britain's nuclear-powered Polaris submarines, H.M.S. Revenge, commissions at the Birkenhead shipyard of Cammell Laird and Co. on Thursday, December 4.

She will then sail to the Clyde to carry out normal work-up trials before proceeding next year to the United States to test fire her Polaris missiles.

In summer 1970 she will become a fully operational unit of the Royal Navy's Polaris force.

Like other Polaris submarines, the Revenge has two crews, each of about 150 officers and

men. In command of the starboard crew, which will be on duty from commissioning day, is Cdr. Basil Watson, who joined the Submarine Service in 1952.

In command of the port crew, which has already conducted the contractors' sea trials, is Cdr. Ian Morrison, who also joined the Submarine Service in 1952.

FAMOUS NAME

Revenge is one of the most famous names in Britain's naval history and previous ships were present at many actions, includ-

ing the Armada, the Dutch wars, Quiberon Bay, Trafalgar and Jutland.

The ship's motto, when translated, means, "Shines with untarnished honour." It was taken from the personal crest of Sir Richard Grenville, whose gallant action in the Azores in 1591 has been immortalised by Tennyson's famous poem.

The present ship will be the tenth Revenge to put to sea for Britain's protection and she will carry the most powerful armament ever known afloat.

Families went on board the ice patrol ship H.M.S. Endurance for a re-dedication service before the vessel left Portsmouth for the Antarctic.
Photo: PO Dave Morris

32-PAGE 'NEWS'

Advertising support in this edition of Navy News is substantially higher than in any other month in the paper's history, enabling yet another 32-page issue.

Increasing circulation includes the addition of no fewer than 500 on the subscribers' list this year — an indication of the paper's appeal to families and to retired personnel.

East Hants & West Sussex
Parkinson & Partners
Chartered Surveyors & Estate Agents

TAKE ADVANTAGE OF THE NAVAL
LOAN SCHEME TO BUY YOUR HOME
- MORTGAGES STILL AVAILABLE



205 West Street
FAREHAM
Tel. 4441/3

59 London Road
COWPLAIN
Waterlooville 51141-5

1 South Street
EMSWORTH
Tel.: 5111/3

35 North Street
CHICHESTER
Tel.: 87711/3

OFFICES OPEN ALL DAY ON SATURDAYS

Help — if you help yourselves

Drafty is sometimes criticized, both by commanding officers and ratings, when some men have to remain at sea until the last moment before going to pension while others find their last job is ashore.

This criticism is not quite just because Drafty has to work within the drafting regulations, and many regulations can produce anomalies, no matter how carefully they were written.

It is a very reasonable and sensible opinion that a man after 20 years or so in Naval Service should end up with a worthwhile period ashore in order to prepare himself for civil life and be on the spot to seek employment.

The drafting regulations at present do not allow for this. The most to which a man going to pension is entitled is his last four months of service in the United Kingdom.

We have given a good deal of thought to this problem, and have realized that there are ways in which a man can be helped within the regulations if he is prepared to help himself.

Look ahead

To be successful in the bid to get a worthwhile period ashore before going to pension, you must tackle the problem some four to five years before your pensionable date; at this time

you should have a good idea of the pattern of service for your rate — the length of shore service periods and the frequency you are due for sea service.

Let us take an example to help us make our points. At pension date minus five years, you are at sea and due to come ashore in six months' time; you reckon from experience that you will after a full General Service Commission get about 18 months to 2 years ashore, so you will be due sea service again at pension date minus three years and if you do a full 30 month GSC on this occasion you will come ashore again six months or less before you go to pension.

Proposition

Is this long enough for your resettlement needs; if not what can you do to improve things?

You could send in a B.45b to Drafty, or ask your Divisional Officer to approach Drafty with the following proposition:

"I shall obviously have to do another stint at sea before I go to pension, and as I see it at present I am likely to remain at sea until



very shortly before I go outside. I would like to have a longer period ashore if this is possible, and I am prepared to go to sea early out of turn, or extend my time in my present ship, if this can be arranged, so that I can get my sea stint over and have a worthwhile

"I have a feeling these new chaps are not quite right for the 'sob story' department!"

period ashore before going to pension." What you will be doing is sacrificing shore service at one point in your career to gain it at

a more convenient point. Drafty will look at your request sympathetically and will see what he can do.

However, he cannot give an undertaking here and now that he can meet all such requests, nor will he be able to give an undertaking that men making such requests will be given their first preference area when they come ashore for the last time but, as always, he will do his best.

In an article like this it is only possible to generalize. The individual must work out his own plan; with the help of the Divisional Officer who can, if necessary, seek Drafty's guidance in watching out for the inevitable pitfalls.

Roster move

For example, are you likely to be rated up after you make your request? When you are advanced you move into another roster which will have a different sea shore ratio and your roster date will almost certainly give a different date for going to sea.

Perhaps you are in a roster with a shore leg which fluctuates in length. This might make a big difference to the starting date of your next sea draft.

Then you may be the man who comes to the top of the sea roster with less than 30 but more than 12 months to serve afloat before reaching your final four months' service in the United Kingdom.

Beware!

If you are not careful, volunteering to go to sea early out of turn could have the effect of lengthening your time afloat without altering your last four

months ashore. Drafty might think you like sea going, and he has a reputation for getting blood from a stone!

Anyone who plans ahead might be affected by these or other traps for the unwary, but that is no reason for not making your plan in the first place. It does mean though that you must review it from time to time, particularly if you are rated; particularly if your drafting cycle seems erratic; particularly if you are on shore with no draft for sea when you have less than three years three months to serve, or of course if there should be any change in the drafting rules.

A B.45b can be raised at any time and Drafty will always pay attention to the most recent one, ignoring previous ones.

Timing

If what has been said above is of interest to you remember that timing here is important; pension minus five years is not too early to start making plans. Drafty must have your request as early as possible; he has to find a suitable sea billet for you and he would like to give you five months' notice of draft.

Finally, when you have laid your plan and found that it has worked; when you have settled down to your preparations for swallowing the anchor; please remember that although Drafty has done his best the sky might still fall and you might still get a short notice draft to sea in emergency as he pointed out in a previous article on the Undraft order (June 1969 Navy News).

Hard day's night for Eastbourne

As a result of the postponement of the ship's refit from August until the new year, H.M.S. Eastbourne has begun a varied operational programme contrasting with her normal role of cadet training as part of the Dartmouth Squadron.

It includes "carrier bashing" with H.M.S. Hermes, and a six-week "fish" patrol off Iceland and northern Norway, with the short Arctic days and the North Atlantic gales ahead.

The ship was recently visited by that well-known lone sailor Cdr. Bill King, who brought his junk-rigged glass fibre schooner, Galway Blazer II alongside to top up his distilled water tanks from the ship's supplies before setting out on his second attempt to sail round the world single-handed.

AT YOUR SERVICE . . .

CURTISS & SONS LTD

REMOVALS and WAREHOUSING
PACKING AND SHIPMENT

13 Clarendon Rd., Southsea
Telephone 21515

LONDON 13 Bramley Road, North Kensington
PARK 4202

PLYMOUTH 13 Waterloo Street, Stonehouse 65159

CHATHAM 351 High Street, Rochester MEDWAY 43134

S.I.B.A.

The object of the

SERVICES INSURANCE BROKERS ASSOCIATION

is to offer to the Armed Forces advice and service in all matters relating to Insurance and House Purchase. Therefore, if advice on these problems is given by a Member of S.I.B.A., it may be regarded as having been given in the best interests of the person concerned.

Apply to the Secretary for a list of members:

Secretary: Commander J. F. W. Hastings,
Royal Navy
Services Insurance Brokers
Association

10 Queens Street
Maidenhead

AJAX HOME



Home from the Far East to a welcoming crowd comes the Leander-class frigate H.M.S. Ajax (above). When the ship, commanded by Capt. H. R. Keate, reached Chatham after 10 months "out East" on the foreign leg of her general service commission, 150 families lined the jetty.

Right, LRO Robert Collyer was greeted by his wife Marlene, mother Mrs. Joan Collyer and children Andrew (5) and Caron (2) when the Ajax arrived.

The family set off from Nottingham at 6 a.m. to be there in time.

Photos: PO Russ Whalley.



'The Few' fly again —on Navy screens

High on the list of the latest films released to the Fleet is that epic of exploits of the Royal Air Force, "Battle of Britain," on which the critics have heaped their superlatives for spectacular action of the air battles, attention to historic detail, and the quality of the acting.

In fact, the cast list reads almost like a Who's Who of the large screen.

The rest of the batch serves up an appetising mixture of crime, comedy, espionage and drama.

Full list of latest releases by the Royal Naval Film Corporation:

Hot Millions — Peter Ustinov, Maggie

Smith, Karl Malden. A laugh-in-every-line sort of comedy in colour, richly amusing in characterisation. (M.G.M.).

No. 779.

Three Into Two Won't Go — Rod Steiger, Claire Bloom, Judy Geeson. It's an "X". It's pretty modern and bold, but

LATEST FILMS FOR THE FLEET

not too way-out a variation of the old eternal triangle theme. Quite a gripping film (M.C.A.).

No.780.

The Italian Job — Michael Caine, Raf Vallone, Noel Coward. A light-hearted story of fun with crime. The action includes an exciting car chase (Paramount).

No.781

The Most Dangerous Man In The World — Gregory Peck, Anne Heywood. An unusual and topical espionage thriller containing plenty of action and tension in an ingenious story (20th Century Fox).

No.782.

Support Your Local Sheriff — James Garner, Joan Hackett, Walter Brennan. An amusing skit on Western adventures which can be enjoyed as a story as well as laughed at as a comedy (United Artists).

No.783.

They Came To Rob Las Vegas — Lee J. Cobb, Elke Sommer, Jack Palance. Entertaining for those who like a tough, exciting robbery story with a plot quite strongly out of the ordinary (Warner Pathe).

No.784.

Battle of Britain — Michael Caine, Laurence Olivier and many others. A superbly produced testimonial to the heroism of "The Few" who fought the epic Second World War battles which stopped the invasion of England (United Artists).

No.785.

As a delectable, tousle-haired hitch-hiker, Judy Geeson may have nowhere in particular to go, but as a star of "Three Into Two Won't Go," she's definitely on her way to the top in her career.



Sub's crest is 'home'

A crest, the only known relic of the first submarine Olympus which sank after striking a mine off Malta in 1942, has been presented to the present submarine of that name.

The crest survived because the "outside" E.R.A. on the first Olympus, Jimmy Fulthorpe, the man who has treasured it all these years, had taken it off the submarine for repair shortly before that last voyage.

In October, Mr. Fulthorpe, now 52-year-old group engineer at a West Malling hospital, near Maidstone (Kent) went to H.M.S. Dolphin to present the crest to Mrs. Sonia Channon, wife of the Olympus command-

ing officer, Lieut.-Cdr. Richard Channon, who was ill, Lieut. Anthony Steiner (Executive Officer), and E.R.A. John Francis, who does Mr. Fulthorpe's old job in the submarine.

Mr. Fulthorpe served in the first Olympus from 1939 to 1942, and was drafted to join H.M.S. Sahib just before the last patrol.

The new Olympus, with the crest hanging in pride of place in the controlroom, is a patrol class submarine forming a unit of the 1st submarine squadron based at H.M.S. Dolphin.

OLYMPUS RELIC OF 'ANCESTOR'



Mr. Jimmy Fulthorpe (centre) holds the crest of the Olympus, and Mrs. Sonia Channon, wife of the commanding officer, Lieut.-Cdr. Richard Channon, holds the crest from the first Olympus. Said Mr. Fulthorpe, "When I discovered that the Navy had another Olympus, I thought it appropriate that it should have the plaque." Standing (extreme left) is the first lieutenant of Olympus, Lieut. Anthony Steiner.

Guy promoted!



Lieut.-Cdr. R. R. Hepple will remember his last days as a first lieutenant before retiring this month — if only because the annual contest at H.M.S. Excellent, for the best "Guy Fawkes" was won by one created in his honour!

The "Buffer," CPO R. B. Froud (shaking hands, above, with "Lieut.-Cdr. Guy Fawkes"), will also remember the occasion because he won the £5 prize — at least the guy he made with the help of Leading Seamen S. M. Thornton (left), and L. Dickinson did.

There were seven entries, and the competition was judged by Mrs. Villar, wife of the commanding officer, Capt. G. R. Villar.

TRIUMPH - SOUTHDOWN COACHES

WEEK-END LEAVE

Operate the following Official Express Service for Service Personnel EVERY FRIDAY AND SATURDAY

Return Fare	Return Fare
LEEDS 60/-	SALISBURY 11/6
BRADFORD 58/-	WORCESTER 32/-
HUDDERSFIELD 55/-	GLOUCESTER 30/-
SHEFFIELD 48/-	READING 14/-
NOTTINGHAM 42/6	PORTLAND 20/-
LEICESTER 36/-	PLYMOUTH 39/-
NORTHAMPTON 28/6	NEWPORT 29/6
LIVERPOOL 51/-	CARDIFF 32/6
MANCHESTER 53/6	SWANSEA 38/-
NEWCASTLE-UNDER-LYME 46/-	LONDON from PORTSMOUTH 15/6
STAFFORD 43/-	LONDON from GOSPORT 18/-
WOLVERHAMPTON 37/6	LONDON from
BIRMINGHAM 36/-	H.M.S. COLLINGWOOD 17/-
COVENTRY 31/6	
WARWICK 28/6	
BANBURY 25/-	
OXFORD 20/-	
BRISTOL 23/-	

Pay Weeks special services to:
Newcastle-on-Tyne 83/-
Sunderland 80/-
Stockton-on-Tees 74/-

N.B.: To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone or call TRIUMPH COACHES, Hyde Park Road, Portsmouth. Phone 27351 SOUTHDOWN MOTOR SERVICES Hyde Park Rd., Portsmouth Phone 22311

FOR THE BEST SUIT YOU EVER HAD



233 ALBERT ROAD, DEVONPORT, PLYMOUTH

Telephone Plymouth 53110 : Portsmouth 33681

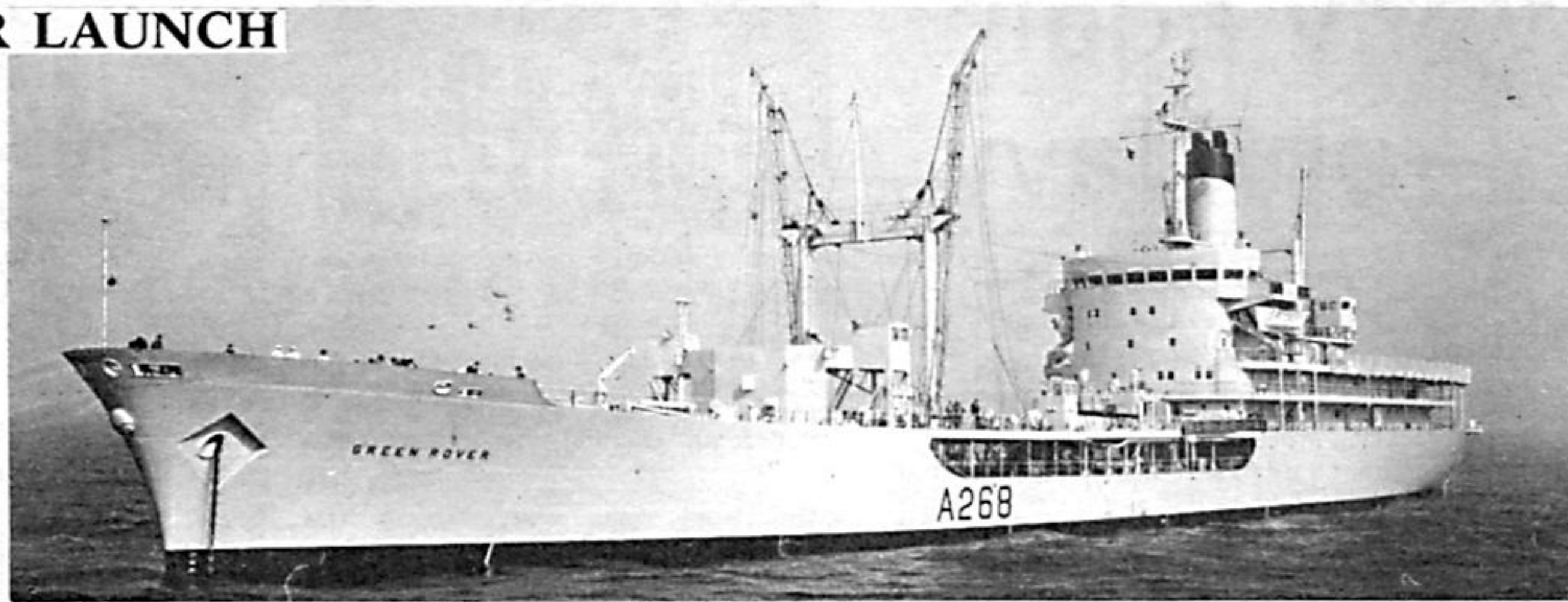
Agents in all principal ports

ANOTHER ROVER LAUNCH

R.F.A. Green Rover (right) is one of the Navy Department's new small fleet tankers designed to replenish H.M. ships at sea with fuel, fresh water and limited dry cargo and refrigerated stores under all conditions while under way.

Her sister ship, R.F.A. Blue Rover, the third of the new tankers, will be named and launched from the yard of Swan Hunter Shipbuilders Ltd., Hebburn-on-Tyne, by Mrs. Haynes, wife of Rear-Admiral W. A. Haynes.

The ship's overall length is 461 ft., beam 63ft., and deadweight tonnage about 7,000 tons.



COMMISSIONING FORECAST

Destroyers in plans change

Changes in plans for two of the Royal Navy's guided missile destroyers are reflected in the latest commissioning forecast.

H.M.S. London's long refit has been delayed and as a result she will be starting a new commissioning forecast in next year.

The long refit which H.M.S. Devonshire is undergoing will not now be completed by the end of 1970, and the name of the ship has been omitted from the latest forecast.

The commando ship H.M.S. Albion, which was to have commissioned in January, 1971, now has a tentative commissioning date of late September, 1970, and the place has been changed from Portsmouth to Malta.

The latest commissioning forecast is as follows:

DECEMBER

HECLA FLIGHT. December 1 at Portland. General Service Commission. One Wasp. U.K. Base Port, Devonport.
LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/West Indies/Home/Med. U.K. Base Port, Portsmouth.
BACCHANTE (GP Frigate). December 3 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth (RM).
NORFOLK (GM Destroyer). December 4 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions March, 1970.

JANUARY, 1970

SCYLLA (GP Frigate). Mid-January at Devonport. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport. Captain's Command with full Staff.
894B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. 4 Gannets. U.K. Base Port, Devonport.
824 SQUADRON, ARK ROYAL. Early 1970 at Cudde. General Service Commission. 6 Sea Kings. U.K. Base Port, Devonport.

FEBRUARY

LOWESTOFT FLIGHT. February 9 at Portland. One Wasp. General Service Commission. U.K. Base Port, Chatham.
LLANDAFF (A/D Frigate). February 12 at Devonport. General Service Commission

(Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.
FAWN and FOX (Coastal Survey Craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.
LOWESTOFT (A/S Frigate). February 19 at Chatham for trials. Port Service. Commissions April 29.
CAVALIER (Destroyer). February 24 at Chatham. General Service Commission (Phased). Home/Med. U.K. Base Port, Chatham.
JAGUAR (A/A Frigate). February 27. Special LRP complement at Chatham. Port Service.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/East of Suez/Home/Med. U.K. Base Port, Devonport. (Captain's Command).
ACHILLES FLIGHT. March 9 at Portland. General Service Commission. One Wasp. U.K. Base Port, Devonport.
GAVIN (M/H). March 18 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).
ACHILLES (GP Frigate). March 31 (tentative) at Portsmouth for trials. Port Service. Commissions June. U.K. Base Port, Devonport.
NORFOLK (GM Destroyer). March (tentative) at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

APRIL

MOHAWK (GP Frigate). April. LRP complement at Portsmouth. Port Service.
BRERETON (M/H). April 22 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).
NAIAD (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med/Home. U.K. Base Port, Portsmouth.
DIOMEDE (GP Frigate). April (tentative) at Glasgow. Port Service (Bldg.). Reduced trials crew. U.K. Base Port, Devonport.
HAMPSHIRE (GM Destroyer). April 30 at Portsmouth. LRP complement. Port Service.
LONDON (GM Destroyer). April at Portsmouth (Phased March-May). General Service Commission. Home/East of Suez/Home. U.K. Base Port, Portsmouth (A).
LOWESTOFT (A/S Frigate). April 29 at Chatham. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Chatham.

MAY

LEANDER (GP Frigate). May 1. Dockyard control at Devonport. Port Service.
ARETHUSA (GP Frigate). May 19. At Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. (Captain's Command with full Staff). U.K. Base Port, Portsmouth.
ANTRIM (GM Destroyer). May (tentative)

at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July.
BERRY HEAD (FMS). End of May. Reserve crew at Portsmouth.

JUNE

CLEOPATRA (GP Frigate). June (tentative) at Devonport. General Service Commission (Phased). Home/East of Suez/Home/West Indies. U.K. Base Port, Devonport. Captain's Command.
ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home/West Indies/Home/Med. U.K. Base Port, Devonport.
GURKHA (GP Frigate). June 25 at Rosyth. For trials. Port Service. Commissions September 24.
FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport (A).
ENDURANCE (Ice Patrol Ship). End of June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home/South Atlantic/South America. U.K. Base Port, Portsmouth (R.M.).
BULLDOG and BEAGLE (Coastal Survey Craft). June 25 at Chatham. General Service Commission. Home/West Africa/Med. U.K. Base Port, Chatham.
DIOMEDE FLIGHT. Mid-1970 at Portland. One Wasp. General Service Commission. U.K. Base Port, Devonport.
HECATE (Survey Ship). Mid-1970 (tentative).

JULY

LION (Cruiser). July 1 (tentative) at Devonport. LRP complement. Port Service.
TORQUAY (A/S Frigate). End July. LRP complement at Chatham. Port Service.
ANTRIM (GM Destroyer). July (tentative) at Portsmouth. General Service Commission. Home/East of Suez/Home/Med. U.K. Base Port, Portsmouth.
LYNX (A/A Frigate). July (tentative) at Singapore (tentative). General Service Commission (14 months). East of Suez/Home (Phased). U.K. Base Port, Devonport.

AUGUST

BERWICK (A/S Frigate). August (tentative) at Chatham for trials. Port Service. U.K. Base Port, Portsmouth. Tentative date for commissioning October.
HYDRA (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.
ANTRIM FLIGHT. August 10 at Portland. General Service Commission. One Wasp. U.K. Base Port, Portsmouth.
WISTON (CMS). August 30 (tentative) at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

SEPTEMBER

PUNCESTON (CMS). September (tentative) at Bahrain. Foreign Service. Gulf.

9th M.C.M. Squadron (A).
FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end of December.
DIOMEDE (GP Frigate). September 8 (tentative) at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions December. Captain's Command with full Staff.
GURKHA (GP Frigate). September 24 at Rosyth. General Service Commission. Home/East of Suez/Home/West Indies/Home. U.K. Base Port, Rosyth. Captain's Command (R.M.).
ALBION (Cdo. Ship). Late September (tentative) at Malta. Foreign Service Commission East of Suez (Phased). U.K. Base Port, Portsmouth (A).

OCTOBER

AJAX (GP Frigate). October 1. Dockyard control at Devonport. Port Service.
BERWICK (A/S Frigate). October (tentative) at Chatham. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Portsmouth.
BEACHAMPTON. October at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).
YARNTON. October at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).
GURKHA FLIGHT. October 16 at Portland. General Service Commission. One Wasp. U.K. Base Port, Rosyth.
LONDON (GM Destroyer). October (tentative).

NOVEMBER

BLAKE (Cd. Cruiser). November at Portsmouth. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Portsmouth.
LINCOLN (A/D Frigate). November at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.

DECEMBER

DIOMEDE (GP Frigate). December at Devonport. General Service Commission. Home/East of Suez/Home. Captain's Command with full Staff. U.K. Base Port, Devonport.
ROTHESAY (A/S Frigate). December at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Portsmouth.
LEOPARD (GP Frigate). December 3 at Portsmouth. General Service Commission (Phased). Home/Med./Home. U.K. Base Port, Portsmouth.
FALMOUTH (A/S Frigate). End of December at Portsmouth. General Service Commission. Home/West Indies/Home. Base Port, Portsmouth.
TENBY (A/S Frigate). November/December.
FALMOUTH FLIGHT. Late 1970 at Portland. General Service Commission. One Wasp. U.K. Base Port, Portsmouth.

Penelope needs patience for this mission

The Leander-class frigate H.M.S. Penelope is to carry out a special scientific investigation to help the Royal Navy's defences against Russian submarines.

This was announced by Vice-Admiral Anthony Griffin (Flag Officer, Plymouth) at the ship's recommissioning at Devonport on November 14.

After her trials, the Penelope (Cdr. S. Idiens), will sail on her confidential mission in the New Year, operating mainly in home waters.

The Penelope's task, said the admiral, would call for great endurance, technical skill and patience.

JANUARY, 1971

PHOEBE (GP Frigate). January at Chatham. General Service Commission (Phased). Home/W.I./Home. U.K. Base Port, Chatham. Captain's Command (R.M.).
BRINTON (CMS). January 28 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

FEBRUARY

FIFE (GM Destroyer). February at Chatham. General Service Commission. Home/Med./Home. U.K. Base Port, Chatham (A).
INTREPID (Assault Ship). February at Singapore (Phased December, 70-March, 71). Foreign Service Commission. East of Suez. U.K. Base Port, Devonport (A).

MARCH

MINERVA (GP Frigate). March at Chatham. General Service Commission. Home/East of Suez/Home (Phased). U.K. Base Port, Chatham.
YARMOUTH (A/S Frigate). March at Portsmouth. General Service Commission. Home/West Indies/Home (Phased). U.K. Base Port, Portsmouth.
GAVINTON. (M/H). March at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron (A).

APRIL

BRERETON (M/H). April at Singapore (tentative). Foreign Service. Gulf. 9th M.C.M. Squadron (A).
NOTES—It is emphasized that the dates and particulars given are forecasts only and may have to be changed—and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards, other than 1 P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

The letters (R.M.), used for destroyers, and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

When the word "phased" occurs followed by two dates, the recommissioning process will be spread over the period indicated.

Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

APRIL 1970

SEALION — Final manning date April 17 at Rosyth.

MAY 1970

PORPOISE — Final manning date May 15 at Portsmouth.

SEPTEMBER 1970

GRAMPUS — Final manning date September 18 at Devonport. Drafting preference cards for Grampus volunteers, electrical ratings by June 18, 1970 and remaining branches by July 18, 1970.

world-wide service

packing storage removals

Expert advice and estimates without obligation.

PHONE

PICKFORDS

Branches at

161 HASLEMERE ROAD

SOUTHSEA, Portsmouth 31671

FORTON ROAD, GOSPORT 82234

10 WHIMPLE STREET, Plymouth 63165

2 HIGH STREET, Fareham 2378

Wine tasting

Down the hatch — a "wine taster" lubricates the palate (with boundless advice from interested observers), after the commissioning ceremony of H.M.S. Vidal at Chatham in September.

The Vidal was launched at Chatham in July, 1951, by Mrs. Poland, wife of Rear-Admiral A. L. Poland, and is now in her seventh commission. She has a complement of 14 officers and 162 ratings under the command of Cdr. J. Paton.



THE NAVY'S SHIPS

New Jupiter joins Fleet

No. 169



The Leander-class broadbeam frigate H.M.S. Jupiter, now at the start of her career, is the sixth ship of her name to serve with the Royal Navy and the second of the name built by Yarrow at their Clydeside yard.

The new Jupiter was commissioned at Portsmouth on August 13 as a unit of the Western Fleet under the command of Cdr. K. E. Maun. In addition to the families and friends of the ship's company, Mrs. Diana Daniell, who launched the ship in September 1967, and staff and workpeople from Yarrow were present.

Commissioning was being followed by a spell in the Portsmouth and Channel areas to set to work the ship's complicated electronic systems before going to Portland for operational work-up exercises.

Following trials and work-up, the ship has a programme which will take her to the West Indies.

Wasp helicopter

The 2,860-ton (full load) Jupiter is 372 feet long and has a beam of 43 feet. Her Wasp helicopter is armed with homing torpedoes, and she has a Seacat quadruple launcher for anti-aircraft missiles, twin 4.5-in. dual purpose guns and two 20mm single anti-aircraft guns. She also has a Limbo three-

barrelled DC anti-submarine mortar.

Her main engines are two d.r. geared turbines driving two shafts to give a speed of 30 knots. Complement is about 260.

The battle honours of the Royal Navy's Jupiters span two centuries. First ship of the name was a fourth rate of 1778 wrecked in 1808, and the second was a fourth rate of 1813 broken up in 1870. The next, formerly the Forth and renamed about 1863, became a coal depot ship, and there followed the battleship of 1895, sold in 1920.

During the First World War this Jupiter saw service in the North Sea. Later she was ordered to the White Sea, where she went to the rescue of the Cunarder Thracia, which was trapped by ice. Eventually the Jupiter herself was beset by the ice for some time before working free.

Javelin-class

The present Jupiter's immediate predecessor was the Javelin-class destroyer com-



H.M.S. Jupiter — the sixth ship of her name to serve with the Royal Navy.

pleted in June 1939 by Yarrow at Scotstoun and sunk by the Japanese in February 1942.

During her short life she was in Lord Mountbatten's Fifth Destroyer Flotilla until it left for the Mediterranean. The first winter of the war was spent on East coast convoys, Bergen convoys and North Sea patrols. She

took part in the bombardment of Cherbourg and was attached to Force H for a while.

After this, she spent the early months of 1941 in Devonport during the blitz.

Later in 1941 the Jupiter went to the Far East and in January 1942 was involved in a depth charge, gun and torpedo battle with a Japanese submarine, several of the ship's company being wounded. Eventually, the submarine, which surfaced, was sunk by depth charges launched from a thrower — the first Japanese submarine sunk by one of H.M. ships.

The Jupiter herself was sunk on February 27, 1942, by the Japanese in the Battle of the Java Sea. Five officers and 78 men made the Java coast in

boats, but the commanding officer, five officers and 161 men were either captured by the Japanese or posted missing.

Supreme

The ships Jupiter owe their name to mythology — Jupiter was the supreme god of heaven and earth, identified with the Greek Zeus.

The father of the gods in Roman mythology, Jupiter with his wife Juno — and several other ladies — begot, among others, Diana, Minerva, Mercury and Apollo. In Greek mythology, Diana and Mercury were called Artemis and Hermes — so that Jupiter has considerable interest in a significant part of the fleet.

The ship has a strong association with the Jupiter unit of the Sea Cadet Corps, which is at Middlesbrough and has about 80 cadets.

POSTCARD PHOTOGRAPHS

Photo postcards of H.M.S. Jupiter or any other ship in this series are obtainable from Navy News, Dept. PC, RN Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order of the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:

Abdiel, Achéron, Adamant, Agincourt, Aisne, Ajax, Albion, Alderney, Apollo, Ark Royal, Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake, Brave Borderer, Brighton, Britannia, Bulwark, Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Cheyenne, Chichester, Coruna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, endurance, Engadine, Eskimo, Explorer, Excalibur, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hacla, Hermes, Intrepid, Jaguar, Jutland, Kent, Kenya, Layburn, Leander, Leopard (Mod), Leopard (Pre Mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod), Lynx (Pre Mod), Maudstone, Marston, Minerva, Mohawk, Mounts Bay, Murray, Naiaid, Newcastle, Newfoundland, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olymthus), Orpheus, Osiris, Palliser, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Russell, Salisbury (Mod), Salisbury (Pre Mod), Scarborough, Scorpion, ships Lion, Sheffield, Sidlesham, Sirius, Striker, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undine, Ursa, Vanguard, Vidal, Vigo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, Zulu.

FAREWELL TO BARRAGE

One of the last coal burners

An "old lady" of the seas who is well known in Scottish waters bows out this month.

She is the boom defence vessel H.M.S. Barrage (right) and when she finally pays off on December 18 there comes to an end a period of continuous service stretching back for almost 32 years.

The Barrage was built at Aberdeen by Hall Russell and Co., Ltd., and first commissioned in May, 1938.

She served in Iceland during the war and later at Scapa Flow and Pembroke Dock. For the past six years she has been based at Greenock.

The Barrage is one of the last of the coal burners, with a total capacity of 220 tons (12.2 miles to the ton).

Her laid down speed was 11



knots and she recently averaged 8.9 over a 24-hour passage — not bad for such an old lady.

When she finally pays off, the ship's company, most of whom are Scots, will be drafted to other ships in the Command.

There is on board a dog Boot,

whose future is uncertain, but Drafty has suggested he be sent to the Dogger Bank!

The ship's last commanding officer is Lieut. R. H. Harris, who served in the Barrage in 1954-55 as cox'n and returned last year in command.

ASHANTI'S BIG REFIT OVER—NOW TO DUTY

The Tribal-class frigate H.M.S. Ashanti, which has been two years in Portsmouth dockyard hands undergoing refit, was commissioned at Portsmouth in November.

The Ashanti (2,500 tons) has been fitted with the Seacat missile system, variable depth Sonar equipment, full air-conditioning and bigger generators.

When she was taken in hand in October, 1967, she was starting her first major overhaul since joining the Fleet in 1961.

The Ashanti was the first of

the Tribal class of general purpose frigates and was built in the Glasgow shipyard of Yarrow and Co., Ltd.

She is the second ship of the Royal Navy to bear the name, the first being the destroyer of 1937 which served throughout the Second World War and was broken up in 1949.

Officers' Uniforms

by BERNARDS

A choice of
Three Cloths
at ONE PRICE

Doeskin
'Terylene' Serge
Diagonal Serge

These Uniforms are expertly tailored in a range of 26 Fittings from cloths Bernards have handled over many years and in which there is subsequently every confidence.

Nylon is used throughout for the fully lined Jacket, trimmings, pockets and waistbands and the zip, too, is of Nylon.

Ready to Wear, cost £17 10 0
Tailored to Measure, but without a Fitting £18 10 0 or with a Fitting £20 0 0
Lace Extra



Promotion orders a speciality, write for details, etc., and be assured of personal attention to your requirements.

BERNARDS' OFFICERS' SHOPS

40 COMMERCIAL ROAD, PORTSMOUTH

TELEPHONE 26116

30 ROYAL PARADE, PLYMOUTH

TELEPHONE 66543

VAIL & SON

CHARTERED SURVEYORS & ESTATE AGENTS
SALES OF RESIDENTIAL PROPERTY
FURNISHED MANAGEMENT
FULL MORTGAGE FACILITIES
AGENTS TO LEADING BUILDING SOCIETIES

4 HIGH STREET
GOSPORT
Tel. 83241

192 WEST STREET
FAREHAM
Tel. 4414/5
After hours Lee 79482

175 HIGH STREET
LEE-ON-SOLENT
Tel. 79794

After hours Stubbington 3781

226 LONDON ROAD
WATERLOOVILLE
Tel. 3123
After hours Cosham 72526

LETTERS

Nelson's blood

While cruising through Trafalgar Square I noted that the upperworks of the Column were shrouded in a pall of purple smoke, and upon boarding a nearby shore establishment (it must be nameless on security grounds) to inquire as to the possible cause of the unusual phenomena, I was informed that it might be related to Their Lordships' impending decision to liquidate the time-honoured ration of Nelson's blood to Jolly Jack.

Final decision was in suspense due to the indisposition of Admiral of the Fleet Sir Com Pewter (D.T. and double bar) arising from a peevish action by a nameless vittleing officer in oiling his transistorials with the wrong brand of gin, thus causing slippage in his second selection memory bank, and dictating a replacement anomaly as between Coca-cola or yoghourt, together with a preferred dimensional variable in the container design (i.e. the mug size).

It is therefore a not inopportune time to remind Sir Com and other distinguished members of your nautical readership of an account of a noggin, "laid on the 25th October, 1599, by Sir Edward Kennel, Commander-in-Chief of the English Navy, for his Ships' Companies, which he had prepared in a vast marble basin.

"For his concoction he used 80 casks of brandy, nine of water, 25,000 large limes, 80 pints of lemon juice, 13 quintals (half-a-ton) of Lisbon sugar, 5lb. of nutmegs, 300 biscuits, plus a giant cask of Malaga."

The serving was done by a ship's boy, who sailed on the sea of punch in a rosewood bowl.

To serve the 6,000 guests, one ship's boy had to be replaced by another several times, each one finding himself intoxicated by the fumes from the lake of alcohol at the end of a quarter-of-an-hour!

It is recorded that there was always a press of volunteers for first boat duty!

These practices are nowadays regarded of course as "technically anachronistic (vide print out from Sir Com), but this modern young sea dog is humbly reminded that although Nelson was abysmally ignorant of computer strategy, he was nevertheless very efficient at winning battles.

This is not to denigrate current sophistication, for who knows what degree of additional terror will be struck into the heart of the enemy by a broadside of multi-missiles, full of fissiles, whose dismaying power could be accentuated if laced with a generous noggin of proof rum from the vast reserves surplus to requirements?

T. CONVEY

Right now some rumours rather rum
Are making Jolly Jack look glum—
It seems some sacrilegious gent
On sinful sabotage intent
Some Civil Servant, like as not,
Is out to stop the sailor's tot—
That daily jolt of giggle-juice
With all its side effects profuse.
What will become of Nelson's Navy
Without its hallowed cackle-gravy?
How will the sea-dog plough the ocean

Without his grog — his tonsil lotion?
"Up spirits!" bo'sun's mates now bawl,
Are we to lose this stirring call?
Must Jack forgo the fiery flood
That fills his veins with Nelson's blood?
Abandon all those midday pleasures
Of challenging these sacred measures
And all the lethal birthday joys
Of taking "sippers" from the boys.
In short, will silent salts stay dumb
If someone robs them of their rum?

That
daily
jolt of
giggle
juice



In wrapt contemplation of the joy to come, he seems unaware of his distinguished visitor at this sacred ceremony. The First Sea Lord, Admiral Sir Michael Le Fanu, had popped in for the rum issue during his visit to H.M.S. Hecate off the Western Isles.

Well satisfied

I find that I disagree wholeheartedly with the comments made by Sparker.

The uniform we junior rates wear today is free from starched collars and ties.

If more matelots were willing to wear their uniform (upon which the world's navies' uniforms is based) ashore, then they might find that it is more acceptable.

If they also held more respect for the service they are in, then they themselves might be accepted ashore as well as the uniform.

With regard to our tot, I think it would be the worst thing Whitehall could ever do to make matelots compulsory "T".

Most U.A.'s (in fact all) I know personally cannot wait until they draw their tot and are able to consider themselves finally as men.

I tried at 18 years old to call myself a man, but was browbeaten by senior rates and officers in considering myself as a "boy sailor."

The uniform and tot are great, so leave them be!

Waka

R.N.B., Portsmouth

Get up to date with an
INVESTMENT TRUST PLAN

FREE EXPERT ADVICE FROM

DE BEER KIRSCH
(SOUTHAMPTON) LTD.

INSURANCE BROKERS

8 BARGATE Tel. SOUTHAMPTON 22855

Also Mortgages, Life Assurance, etc.

I SAW THREE
SHIPS ON CHRISTMAS
DAY

So I would like to give Navy News
one years Subscription as
a Christmas Present.

ORDER NOW! Please deliver Navy News monthly to:

NAME
ADDRESSCOMMENCING MONTH
Complete this form and forward, together with cheque/postal
order for 17/- (Europe, Canada, U.S.A. and Australia 18/-
per annum) to:BUSINESS MANAGER, NAVY NEWS
R.N. BARRACKS, PORTSMOUTH PO1 3HH
(Tel.: Portsmouth 26040)Bell bottom trousers are a
'tradition' too!

It is laughable to read one moment the Navy citing "tradition" in its defence of the tot, and then in the next instance crying out against the same traditions to do away with bell-bottoms.

Of course the youngsters of today will vote for a change (and for long hair if you give them half a chance) simply to be different, or in the hope of getting an alternative that will require little effort to keep smart.

It would be a terrible thing if these lads — only in the R.N. for a dog watch, so to speak — were to be allowed to change a traditional rig which has been in existence for generations, and gives the matelot an individuality above all other Services.

As for "Anchor-Faced Crusher" (October issue) questioning the smartness of his uniform against those of NATO colleagues, can he be that rare exception, a scruffy-looking patrolman, or is it simply the old

story of the grass being greener on the other side of the fence?

Would any who were privileged to see the men manning the gun-carriage at Sir Winston Churchill's funeral question their smartness? And just ask yourselves if that ceremony would have been half so impressive if those men had been in any other uniform.

As sailors appear very reluctant to wear uniform ashore these days anyway, dare we hope that the traditional uniform may be left intact for ceremonial, and do whatever they like with working rigs on board!

A. J. Perrett
(ex-Royal Navy).

Gosport, Hants.

Eight ideas

May I suggest a few of my own ideas for improving the rig

of junior seamen?

1. Suits as for P.O.s. Maybe small difference such as two buttons, black.
2. Caps, peaked.
3. No bell-bottoms.
4. Donkey jackets for use with No. 1 and No. 2's. This would make the raincoat redundant for anything other than heavy rain.
5. Lightweight No. 8 shirts (short sleeves) for summer, as in Far East.
6. T-shirt replacement for white fronts.
7. Adopt U.S. No. 8 trousers.
8. Working caps (ME's steaming caps) for general issue to be worn for all occasions other than ceremonial and leave.

Sooty.

Portsmouth.

Another Dido

Seeing the picture in Navy News of H.M.S. Dido's trip to Norway reminded me of a similar occasion.

I commissioned the Dido on January 1, 1914, at Chatham, to escort the Victoria and Albert through the fiords of Norway to Trandjem for the coronation of the King of Norway. On board our royal yacht was King George V.

We came back to Chatham on January 26 to pay off, as we were only commissioned for the occasion.

Thomas Coote
(in my 84th year).

Paignton, Devon.

Grapple tie

Does anyone know where I can buy a "Grapple" tie? The tie commemorates Exercise Grapple — the H bomb tests carried out at Christmas Island in 1957, and in which I served.

I believe the tie is in navy blue, with a gold "grapple bird" depicted.

J. S. Lawson (CPO, PTI)
Redcar, Teesside.WOULD GOOD 'RIG
RUNS' BE SPOILED?

Many of Sparker's views are good (September issue), and I admire his enthusiasm, but wonder if the remarks about uniform really hold water?

The present trend seems to be get out of uniform, and I cannot imagine ratings wearing the rig ashore because it was on the lines of the Canadian Combined Forces.

At present a sailor is recognized anywhere, and bell bottoms are almost unique to the Royal Navy. Good "rig runs" might become a thing of the past if Jolly Jack, instead of being immediately recognized, was taken for a cross between a bus conductor and a gendarme. So many people these days wear vague uniforms.

"Ex-Wren" rightly says that the British sailor outshines all others for smartness, and this was very apparent at the NATO Review.

A point about the tot that seems to have escaped attention is that it introduces a social pause in the day's events when everyone gathers round the rum table. However much of an anachronism it may be, if everything was discarded that did not fall in with the efficiency experts' views, life would indeed be dull.

Further I imagine most ratings would rather retain their tot and make do with two cans of beer a day than have no tot and unlimited beer, which in any case is usually obtainable in shore establishments and when along-side.

F. R. Jones
(Leading seaman)
H.M.S. Wessex

COMING
to the CLYDE!
Scotland's leading
Naval Outfitters are
at your Service

UNIFORMS

CAPS & BADGES etc

for

R. N. OFFICERS

P.O.s

RATINGS

JAMES MALCOLM
(Established 1904) LTD.

Scotland's NAVAL Tailor

229 ARGYLE STREET

GLASGOW C.2

Telephone: 041-221 3155

BEIRA PATROL HEARTBREAK

The Navy News article and leader on "Hair" has aroused much interest throughout the Fleet, one indication being the number of letters, from Servicemen and their ladies.

In various areas fairly luxurious "sprouting" occurred, the explanation given being that of "local experiment."

There was even an instance, Navy News learns, of application being made by three matelots to grow pigtails, but whether this was a serious intention has not yet been ascertained.

Must it be farewell to our locks?

Twenty-six-year-old Leading Seaman J. Peart, self-described as "the oldest teenager in the Royal Navy," sends an amusing account of "hairy adventures" aboard H.M.S. Andromeda.

"Sparker's article on Hair (October issue) has been the topic for quite a few night watch discussion groups on the flight deck of H.M.S. Andromeda," he writes to Navy News.

"Hair is a commodity dear to the heart of many of our ship's company at the moment, for being at sea for such a long period, the unique opportunity arises for us to have a go at growing a mod beard.

"Our first week at sea on Beira patrol saw the ship's officers and men looking like refugees from the film set of 'The Dirty Dozen,' but as we drew to the close of our second week the facial fungi was beginning to take shape.

"It was at this point that the Mods among us decided to get with it, and with the approval of our clean-shaven Captain trimmed down our treasured tufts into 'with it' fashionable moustaches and Victorian-style mutton chops.

"We are enclosing a photograph of some groovy

examples with the plea that you print it, together with a short article, in the hope that you may sway the Lords of the Admiralty into changing the regulations.

"If only you knew of the heartbreak that will be caused on the ship's departure from Beira when our beloved locks fall into the bathroom towel never to be replaced!

"If you could see us, tenderly cultivating our treasured tufts, or if you knew of the hours spent in the after bathroom meticulously shaving off any straggling hair that might upset the balance of the precision-neat moustaches, then I'm sure you would rally to our cause.

"From the recruiting angle it would, like the longer hair, help to erase some of the 'short-back-and-sides' impressions that a lot of the potential recruits might have, and dispel any fears they might have about joining an out-of-date old-fashioned Navy.

"Let us not run the risk of Senior Service being misinterpreted into Elderly Service. Instead, let's have the pusser being first for once and steal a jump over the other armed forces by letting

'Be Smart, Be Modern, Be Navy,' be the motto."



The Andromeda "models" display their "groovy" hair growths. Left to right, back row, PO REA Steve Rossiter, AB Fred Davidge, POME "Spider" Kelly; next row, AB "Birdy" Cage, POME "Bliscuits" Crawford, AB "Jim" Saville; Front, LS PT2 "Clubs" Peart. In the background is H.M.S. Whitby, the Andromeda's Beira partner.

Photo: LRO "Scoops" Byrne

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. The points total include the merit points awarded on form S.507 for May 31 1969.

The number in parenthesis indicates the number of men with the same number of points.

Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

CPO	PO	Ch. Smr.
1480	324	1160
CPO Wtr	PO Wtr	L Wtr
1442	436(2)	231
CPO CA	CPOSA	POSA
1715	1792	636
LSA	CPO Ck (Ex S)	PO Ck (ex S)
496	1829	1193
L Ck (ex S)	CPO Std	PO Std
417(2)	2293(2)	455
CPO Ck (ex O)	PO Ck (ex O)	L Ck (ex O)
1982	782	370(2)

MAA	RPO	MAA (ex Coxswain)
1205	621	1453
CERA Ch. Mech	CH MEI	CH CEI
556/459	2140	1733
Ch O EI	Ch R EI	CPOMA
1580	1328	751
POMA	LMA	CCY
684	311	1411
CY	LRO(T)	CRS
517	397	1505
RS	LRO(G)	CAF(AE)
498(2)	375(2)	2262
POAF(AE)	CAF(O)	POAF(O)
182	2209	544
LAM(O)	CA(AH)	POA(AH)
494	2347	1075
LA(AH)	CA(SE)	POA(SE)
333	1181	420

The following rosters are "Intermediate" i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: LS, L Std, POM(E), LM(E), Ch. Med Tech, CRS(W), LAM(AE), PO EI(Air), PO R EI(Air).

The following rosters are "Dry": Ch. Shpt, Ch CEA/Ch. C EI Mech, PO C EI, LCEM, Ch/OEA/Ch. O EI Mech, PO O EI (from 1.10.69), LOEM, CREA Ch. R. EI Mech, PO R EI, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA(Air), C. EI Mech (Air), Ch R. EI Mech (Air), LEM(Air), LREM(Air).

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO
Jones, C. B. 930128; Murphy, W. J. 712835; Pretty, F. W. G. 871423; Counsell, R. S. 898584; Crump, A. J. 836077; Bracegirdle, J. 660755; Swain, L. R. 832760; Gardiner, A. 913366; Hewitt, W. 918585; Duck, R. 843975; Bartlett, B. 882730; Shreeve, M. 865342; Weeks, T. A. 883018; Hanley, J. F. 661063; Letchford, D. L. 872231; Willis, R. 839268; Boyling, A. R. 899591; Hare, J. D. 660491; Speake, M. J. 905507; Young, F. A. W. R. 898367; Feast, R. J. 871239.

To MAA
Webb, D. N. 819943; Stack, M. W. 843944 (Ex Coxswain); Shakespeare, W. J. 895944.

To CPO WTR
Morse, R. C. 854434; Edwards, L. V. 887169; Baldwin, P. R. 916688.

Advancements

To CPOSA
Pittaway, R. 901196; Allsworth, R. J. 909545.

To CPO CK
Ex "S": Green, N. F. 923859; Newson, F. H. 116636.

To A/CERA
Jones, J. L. 053217; Hylands, R. J. 066814; Dunford, D. 857523; Butterworth, P. 888740; Short, R. J. 887784; Usher, R. J. 902385.

To A/CH MECH
Nixon, E. A. 934509; Pile, C. M. 953809; Harris, E. 914499.

To CHM(E)
Hall, L. 891648; Norworthy, R. C. 876086; Wheelton, J. F. 849183; Bowyer, S. E. 880263; Forrest, R. W. 156840; Seddon, T. E. 907180; Dyne, G. R. 851007; Pardy,

P. R. 914818; Mooney, M. B. 921088; Gardiner, W. 853113.

To A/CCEA
Blackbourn, F. G. B. 928915; Tullett, B. J. K. 887895.

To A/COEA
Spencer, A. P. 969780; Barber, E. E. 928905; McDonald, P. G. 984539.

To A/CH OEL MECH
Aish, D. R. 950068.

To CHOEL
Reynard, J. 937169; Lyall, R. 955925; Parry, J. 937198; Cravos, C. W. 670588; Beckwith, J. K. 819793; Green, A. F. G. 903772; Russell, H. 915540; Ranshaw, C. A. 903877; Walker, H. W. P. 927706.

To A/CH REL MECH
Chandler, P. J. 983261.

To CHREL
Farmer, A. J. 946836; Colley, P. H. 915927.

To CRS
Cherry, D. 921760; Ginns, R. K. 843909;

•Brown, R. 930011; Shaw, B. 932091.
To CCY
Phelan, P. 916122; Underwood, R. A. 882728; Cooper, D. R. J. 836662; Wombell, A. 911906; Morris, G. 745697; Gore, A. 921747; McHugh, J. R. 905124.

To CPOMA
Morgan, J. E. 843921; Coombs, H. E. 577657.

To CAF(AE)
Good, R. J. FX 882165; McClelland, J. FX 895216; Tombs, J. R. FX 868793; McGarvey, F. FX 894895; Sadler, M. W. FX 847159; Jenner, R. N. FX 886929; Garrett, B. R. FX 849859; Lane, A. H. FX 906030; Newham, A. G. FX 887007; Speed, A. M. FX 882459; Broughton, R. H. FX 906467; Peaty, J. H. FX 894857.

To CA(PHOT)
Jenkins, P. T. FX 917358.

To CA(MET)
King, P. E. FX 910886.

To CH(EL)(AIR)
Lloyd, V. E. FX 864339; Madigan, C. H. FX 854415.

To CHREL(AIR)
Martindale, J. FX 864221; Egan, J. W. FX 915224; Hyde, J. FX 903511; Coker, C. J. FX 895759.



Showing her paces here is the smallest fighting unit in the Fleet, H.M.S. Dark Gladiator.

She is one of the two operational Dark class fast patrol boats left in service. The Dark Gladiator runs from Portland for the Flag Officer Sea Training and her roles include that of F.P.B., night S.A.R. for H.M.S. Osprey and sometimes as an A.U.W.E. trials ship.

Although she is now well over 12 years old, she can still do over 40 knots.

Old gun greet Nubian

The Commodore Naval Forces Gulf (Commodore K. Lee-White) made a number of visits to towns on the Batinah coast flying his broad pennant in H.M.S. Nubian.

A national salute was fired on entering Muscat harbour, the reply coming from an ancient muzzle-loading cannon in Fort Murani.

Calls were exchanged with the Sultan's Personal Representative, Shaikh Said Shihab bin Faisal, and members of the Government of Muscat and Oman, including the Defence Secretary, Brigadier Waterfield, and Major Hirst, the oil adviser.

During the visit to Muscat a number of football and hockey matches were arranged by local British residents and the Sultan's Armed Forces Headquarters. The hockey team was narrowly defeated — about five or six to nil — and the footballers won one and lost one.

LA(SE)	CA(Phot)	POA(Phot)
222	1402	315
LA(Phot)	CA(Met)	POA(Met)
486	1547	Ni
LA(Met)	Ch EI(Air)	Ch R EI(Air)
186	2063	2344

Some battles we'll help you win.

The bills. We'll take care of your regular subscriptions, insurance premiums, and hire purchase payments.

Your budget. Pay by cheque — keep tabs on what you spend. You know exactly what you are doing with your money.

Investment. Put your spare cash into National Savings Certificates, Unit Trusts or Stocks and Shares. We'll gladly advise you.

Insurance. We can help you choose the right Insurance scheme: give advice on life, personal effects, household and motor policies.

Our services are explained in special leaflets available on mailing the coupon below.

To Mr. D. P. Gardiner, Services Liaison Officer, Lloyds Bank Limited, Cox's and King's Branch, Pall Mall, London, SW1. Please send me full details of your services to the Services.

NAME

RANK

ADDRESS

Lloyds Bank,
helpful people



For All Sports Clothing & Accessories
(by Well-known Makers)



BEST QUALITY — MODERATE PRICES
FOOTBALL BOOTS TRACK SUITS
Hockey Sticks — Footballs
Boxing Boots — Running Shoes
Sweaters — Jerseys — etc., etc.
Special Terms for Ships & Clubs
ENQUIRIES INVITED

GREENBURGH BROS. LTD.
81/82 QUEEN STREET, PORTSMOUTH
TEL. 26331

PAGE FOR FAMILIES

The number of dogs on married quarter estates, especially the larger ones, is causing some concern, and urgent requests have been made to families to supervise the exercise of their pets, and not just turn them loose. Unless there is ready co-operation among dog-owners, the possibility must be taken into account that new rules may have to be introduced.

A lucky dog — is yours?

Pet ownership may not appear as one of the major problems of Service life, but to families constantly on the move it does produce yet another anxiety.

In all walks of life an affluent society has vastly increased the number of family dogs, without any greater understanding of the responsibilities, leading inevitably to many more cases of heartless abandonment and added burdens on animal shelters.

Service families have their share of those who quickly regret having acquired a dog,

and who are not over-particular about getting rid of what has become an encumbrance. Only constant appeals and advice can help to deal with this general situation.

Among naval families the special difficulties which arise are usually these.

A wife left on her own, or with a young family, may feel so nervous that a dog is almost a necessity to her peace of mind. This would be the uppermost idea in getting a dog, but, perhaps optimistically, there would be no thought about what was going to happen if the next move involved a bar on animals.

Is she then to deny herself the security of a dog because of what might (or might not) happen?

In the second typical case, a young family whose father is perhaps away for a year is pleading with mum to get them a puppy. She hasn't the least idea where they will be moving next, but the temptation is to leave that problem until it arises and not deprive the children of one of the joys of a more settled existence.

There are, in fact, many naval families who do deny themselves pet ownership — perhaps because they have experienced the domestic distress which can arise through "disposal" — and others who are either not so high-minded, or who firmly believe that they can deal with the situation when it does arise.

One who is very concerned about abandoned dogs is Mr. Geoffrey Glanville, chairman of the South Hampshire and Portsmouth branch of the R.S.P.C.A., who has first-hand experience of the effect on animal shelters.

At one shelter, in one month, 80 dogs were "put to sleep," which is one way of describing how the people in charge had to take these pets and kill them.

It is a distressing business, which Mr. Glanville and all concerned are trying to prevent so far as possible.

Special problems

"I do understand and sympathize with naval families and their special problems," said Mr. Glanville, "but I do appeal to them to help us to drastically reduce the present level of slaughter."

"In giving children a puppy, it may not always be understood the distress likely to be caused when eventually it has to be taken away."

"Where a dog cannot be taken on a move, it would help tremendously if the family concerned would begin to make early arrangements for another family to have the pet."



KINGSLAND SCHOOL

Hartley, Plymouth 71278

Boys Boarding and Day

Juniors to 11+

Seniors to 'O' Level. Academic and Practical.

The aim is to provide SMALL CLASSES with qualified and experienced staff so that boys can progress to G.C.E. 'O' Level in as many subjects as possible. For those with a disturbed education special remedial classes can be arranged.

Full Sports Facilities and Heated Swimming Pool.

Prospectus from Secretary.

Family pet of the Stacey family at Eastney, Portsmouth, married quarters is five-year-old Bert, pictured here with Mark (4), David (2), and their mum.

Mrs. Maureen Stacey, whose husband is an ERA serving in H.M.S. Brave Swordsman, told Navy News that when Bert was two years old her husband got a draft to Mauritius.

"Before we joined him there," she said, "we made arrangements for Bert to be cared for by my mother-in-law until our return."

"Soon we will be moving on again, this time to Portland and of course Bert will be coming with us."

Picture: N/A T. Light

BRITISH SEAMEN'S BOYS' HOME

(Brixham, Devon)

CHAIRMAN, ADMIRAL SIR FRANK HOPKINS, K.C.B., D.S.O., D.S.C.
SUPERINTENDENT, CAPTAIN W.G. PARRY, R.N. (Ret.)



provides a home for sailors' sons whilst at school or a temporary home whilst parents are abroad, maintenance fees according to family circumstances

SUPPORTED BY VOLUNTARY CONTRIBUTIONS

Vacancies Boys aged 7 - 14

Application for entry to:
HON. SECRETARY
ROCK HOUSE, BRIXHAM

Girl friend 'dependants' rule

At the rate of 200 a month, ratings are joining the R.N. and R.M. Dependants' Fund, and a question which occasionally arises is whether a girl friend or fiancée can be nominated to receive the money.

The rule refers to "a dependant or dependants related to the subscriber by blood or by marriage, or otherwise have been supported by the subscriber in his lifetime."

A common law wife can benefit from the fund, and the question of "support during the subscriber's lifetime" is one which must be proved to the satisfaction of a divisional officer.

A rating who wishes to name as his dependant someone who is neither a blood relation nor wife should seek his divisional officer's advice, but some element of financial support would have to be involved.

Although the ratings' fund has

been in existence only two years, already £24,000 has been paid out. The officers' fund did not start until a year later, but disbursements total £2,500.

Increasing membership has enabled the original level of grant to be improved by half as much again to about £500. The principle of payment within 48 hours has been adhered to, and in very many cases the cheque has gone in less time than that.

Forty per cent. of married ratings now belong to the fund, the interest depending to a great extent upon "local enthusiasm" or upon contact with some personal tragedy.

In September no fewer than 114 new subscribers came from H.M.S. Forth, while H.M.S. Leander managed to produce 35 entrants, including the whole of the engine room staff.

Although the idea of the Dependants' Fund is not a subject upon which anyone wishes to dwell, there are two cases in

which widows were left in a much better financial position because their husbands had joined only one week before tragedy struck.

Danger on the road is one very important reason for giving a little thought to the value of membership of the fund.

The secretary, of both the rat-

ings' and officers' funds, Lieut. J. W. Ash, R.N. (ret.), told Navy News that his office had now been moved from private premises in London to the Royal Naval Barracks, Portsmouth.

"This is very much better", he said, "because of the immediate access to naval communication."

DRAKE CALLING



At H.M.S. Drake, Plymouth, on October 16, the Trace family were among those who take part in a "call from home" programme for H.M.S. Fearless.

Mr. Pickering, of the British Forces Broadcasting Service, the producer of the programme, is at the top left of the picture, while the engineer, Mr. Roger Dunne is working the tape recorder.

Margaret Hubble, of the BFBS, is interviewing little Sara Trace as part of the messages and greetings to Chief Shipwright George E. Trace.

Picture: Western Morning News.

CHATHAM M.Q. ESTATE OPENED

The Royal Navy's first major housing scheme built by the Ministry of Public Buildings and Works at Chatham was opened on October 23 by Sir Michael Cary, Permanent Secretary to the Ministry.

The contract for the housing was let in February, 1967, work being completed in October this year at a total cost of £603,000.

Included in the scheme is a £15,000 NAAFI shop, which has been operating all this year.

There are 154 married quarters on the estate — eight four bedroom houses, 64 three bedroom houses, with the remaining 82 two bedroom units built as houses, flats, or maisonettes. All the houses are in terrace form.

CHILD SAFETY

In the design of the estate, careful attention has been given to the safety of children. Pedestrian and vehicular traffic are segregated, cul-de-sac roads running along the northern and southern boundaries for access to garages and hard-standings for cars.

From a central footpath, sub-

sidary paths lead to the dwellings.

Two equipped play areas are alongside the central footpath.

Haircuts

I am sick to death of my husband coming home saying, "I've got to get my hair cut" when he is already neatly trimmed.

When I ask why, the answer is always the same: the regulation length for "sideboards" is "just above the ears."

How ridiculous can the powers-that-be get with their petty regulations?

—Letter from a rating's wife to The News, Portsmouth.

YOUR TAXI HOME BOOKED IN ADVANCE

Complete your order form

For all flights which land at Brize Norton or Lyneham, order forms are available from Movement Control Centres and Orderly Rooms in:

MALTA, CYPRUS, PERSIAN GULF, SINGAPORE, MALAYSIA and HONG KONG

Luxury Cars — Full luggage facilities — All bookings quoted and confirmed promptly

"CAR-TAX"

4 The Villas, Burford Road, Carterton, Oxford
Tel.: Carterton 7228 or 305



SINATRA SPECTACULAR

A rare and exciting emotion wells up inside every Sinatra fan whenever they hear his voice. It's a magical feeling so hard to describe... yet so wonderful, so easy to enjoy. You are invited to share in a unique and enthralling experience... become one of the first people to own this De-Luxe Collection of SIXTY loving and memorable

Sinatra hit-songs presented to you in one precious package, simply entitled
THE SINATRA TOUCH.

This is truly a must - the great Frank Sinatra at his perfect best - backed by the cream of Hollywood's musicians, under such conductors as Nelson Riddle and Billy May. On this 6 LP Collection, available nowhere else in Great Britain, are original tracks recorded through Sinatra's golden years with Capitol Records - years when his voice and performance were at their peak.

Only World Record Club, backed by EMI's immense resources, has been able to obtain for you this unique collection from America. The advantage you gain from this contract is the chance to audition a Frank Sinatra Collection never before heard in this country. And your bonus advantage is the price - **ONLY 6 GNS FOR THE ENTIRE CAPTIVATING COLLECTION!** These recordings have been pressed to the highest standards of excellence by the world's greatest recording organisation - EMI.

May we send you the emotional recording experience of a lifetime FREE FOR 7 DAYS? Simply post the coupon now, and share with a loved one the many moods of Sinatra the romantic, the relaxed, the thrilling! If you are not overwhelmed by this superb Collection simply return it undamaged within 7 days and owe nothing. But if you are truly delighted, as we're sure you will be, simply send one single payment of £6.6.0. plus 6/6 for handling and despatch. OR a first deposit of 12/6 followed by 6 monthly payments of £1.

Why not send for your Collection now, and when it arrives just listen to the moments when the Sinatra magic was created - and hearts for those moments stood still.



60 great tracks that Sinatra made his very own - hits like *Young At Heart*, *The Tender Trap*, *Three Coins In The Fountain*, *Witchcraft*, *Love & Marriage*, *High Hopes*, *Come Fly With Me*. 60 of Sinatra's best that are available nowhere else in Europe in one great Collection!

RECORDING NOTE. These songs were recorded at different times - some in stereo - some in mono at Capitol's magnificent Hollywood studios. The mono recordings have been electronically enhanced by Capitol's Duophonic Process. The full stereo effect will be obtained with stereophonic equipment. However most mono record players of recent manufacture are suitable for stereo records. These records are not available separately - only the complete 6 gn. Collection can be offered.



SIX
dazzling 12" LP's
in one de-luxe collection
£6.6.0
plus 6/6 handling
and despatch

OR ONLY
12/6
DOWN
and 6 payments
of £1

POST NOW FOR 7 DAYS FREE TRIAL!

TO: WORLD RECORD CLUB LTD., P.O. BOX 11, RICHMOND, SURREY.

I want to see and hear the Sinatra Touch, without any obligation to purchase and without any other involvement. Please send me the complete collection on 7 Days Free Trial! If I decide to keep it, I will either pay you one sum of £6.6.0. (plus 6/6 for handling and despatch), or a first payment of 12/6 followed by six monthly instalments of £1. If I decide not to keep the records, I will simply return them undamaged within 7 days and owe nothing.

IMPORTANT! THIS IS YOUR ADDRESS LABEL - PLEASE PRINT CLEARLY

MR
MRS
MISS

STREET

TOWN
667

For office use only

COUNTY

4/

EAGLE'S 'RED SHADOW' IN THE MED.

Just like old times at Malta

ROYAL NAVY IN FORCE

Benevolent flower power reaches out to the George Cross island — and the poppy-selling poppet on board H.M.S. Eagle is Malta-based 21-year-old Leading Wren Nadine Axford, of Bridport, Dorset. The man in bloom is Leading Cook William Foster, of Bristol.

DECK LANDINGS

The last four of the British order of 170 Phantoms have arrived from America and one of these planes will enter service with the Royal Navy. H.M.S. Eagle, having done carrier operating trials with Phantoms, is now helping the first operational squadron to train pilots in deck landings and other operations.

It was like old times at Malta when the largest number of Royal Navy ships seen there for three years paid visits.

Back from a NATO exercise, the 50,000-ton aircraft carrier H.M.S. Eagle led the ships into the island's main port of Valletta.

The Eagle, which was staying in Malta for ten days, was followed by the command helicopter cruiser H.M.S. Blake, which had already been in Valletta the previous week.

The Blake was escorted by the frigates H.M. Ships Henby, Torquay and Aurora and the submarine H.M.S. Astute.

The gathering also included three modern Royal Fleet Auxiliary ships — the air support stores ship R.F.A. Lyness, the fleet tanker R.F.A. Olmeda and the fleet replenishment ship

R.F.A. Resource.

The frigate H.M.S. Verulam left Grand Harbour after only a day but was due to carry out sea

H.M.S. Eagle was the focus of attention of Russian spy ships during NATO exercise Deep Furrow in the Mediterranean. Here a Soviet Petya-class patrol ship takes a close look, showing particular interest in flying operations.

trials off Malta for several weeks and to be a frequent visitor to Valletta.

For the Eagle, it is her first extended stay in the Mediterranean for ten years.

A CARRIER OPERATION

The life of a naval officer can have many unusual twists, as Lieut. David Evans discovered in H.M.S. Eagle.

A rating from the Italian Andre Doria who had appendicitis was flown with an Italian doctor to the Eagle.

Lieut. Evans, a qualified naval interpreter in Italian, completed formalities with the patient and then gave a commentary to the Italian doctor during the operation.

Lieut. Evans, a fighter controller, is seen right operating a fighter controller's console.



HIS SPACE-AGE SUIT

NA Trevor Baugh looks like something out of 'Dr. Who' — one of H.M.S. Eagle's crash rescue team, he is trying out a new space-age firesuit.



Easy for some

Not so easy for others. Just like the ability to manage money. Some have it. Some haven't. But no matter which type you may be, an account at the Midland Bank is something you'll be glad to have. We can help you in many ways. Discover how from your nearest Midland Bank branch.



Midland Bank

HEAD OFFICE, POULTRY, LONDON, E.C.2.



The first air hostess in the Fleet Air Arm is Wren Air Mechanic (A/E) Stella Nunn, of 781 Squadron, based at H.M.S. Daedalus, Lee-on-Solent.

No. 781 is the only communications squadron in the Royal Navy and operates Sea Devon and Sea Heron aircraft, and a Wessex Mk V helicopter.

Stella loves flying, and her duties began as a part-time job, with passengers including the First Sea Lord, Admiral Sir Michael Le Fanu, and the head of the Fleet Air Arm, Vice-

Admiral Sir Richard Janv-rin.

Now Stella is officially recognized.

Another big event in Stella's life takes place on December 13, when she marries Aircraft Artificer (A/E) John Waghorne, of Newbury, at present serving in H.M.S. Eagle.

By 'Fly Navy' camel

Changes of command in the Royal Navy are frequently the occasion for some hilarity, and the H.M.S. Jufair farewell to Cdr. and Mrs. A. S. Tippet had variations — caused perhaps by the Fleet Air Arm affiliations of the First Lieutenant.

Anyway, Cdr. Tippet is shortly going to H.M.S. Eagle as supply officer.

Not without some signs of trepidation upon their countenances, Cdr. and Mrs. Tippet mounted a couple of camels, which behaved as welcoming as most of their breed.

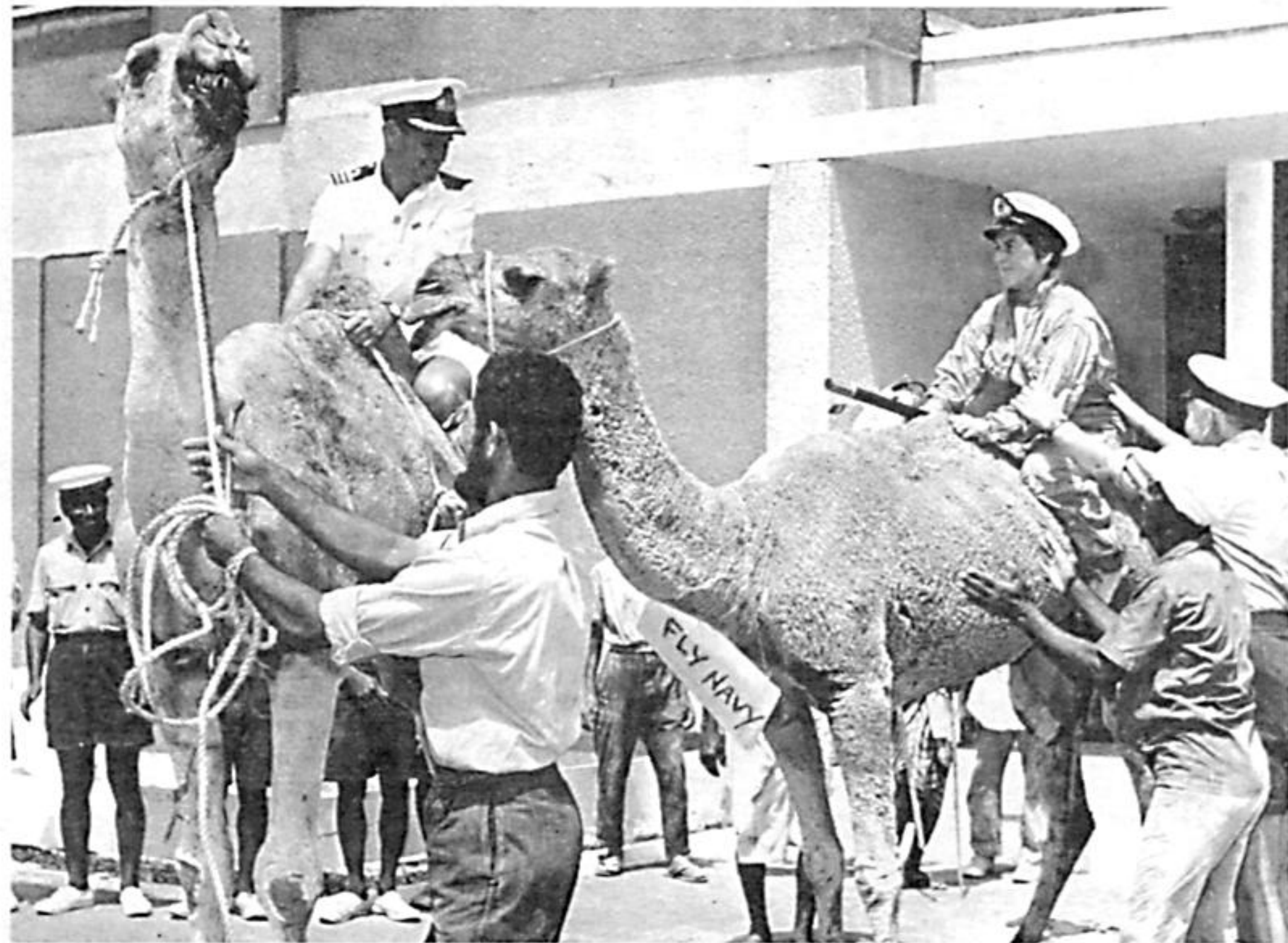
Mrs. Tippet had a special "outfit" for the occasion, and carried "accessories" in the form of a bone dome and a telescope!

Despite the generous sprinkling of Fly Navy stickers, progress by ship-of-the-desert from Naval Headquarters to the wardroom was a trifle sub-sonic.

Fashion note

Officers and members of the W.R.N.S. will in future be permitted, while in uniform, to carry and use umbrellas, except on ceremonial occasions. The umbrellas must be of the short or telescopic kind, but not the walking stick type.

A British-warm style of overcoat has been introduced for officers, for wear on all occasions except those of special ceremonial. For special ceremonial, greatcoats will be available on loan from a pool of garments.



JENNY GETS NEW AWARD

While it must be unusual for a civilian to receive a military "Good Conduct" award, a well-known resident of Hong Kong has gone one better even than that.

On board H.M.S. Berry Head, at the colony's naval establishment, H.M.S. Tamar, on November 7, Jennie, leader

of Jennie's side party, received a Bar to the Long Service and Good Conduct Medal she already possesses.

Jennie is the leader of the band of young girls who keep Her Majesty's ships looking spic and span.

Half a century with Naafi

After 50 years with Naafi in service to the Royal Navy, Mr. William R. Carr, of 31, Gladys Avenue, North End, Portsmouth, expects to retire next July, but not before he has taken up the Naafi Board of Management's offer of a 14-day expenses paid holiday. He and his wife are going to the Channel Islands.

Capt. G. R. Villar and other senior officers thanked catering superintendent Mr. Carr at the Whaley Club, H.M.S. Excellent, for his long service. He started as a canteen assistant in 1919.



Three of family in the Services

Readers who saw the coloured picture of Beauty Queen Bridgide White-wood on the front page of the November issue may recall that she was about to join her sister in the Wrens.

Here is this other member of the family (left), Wren Air Mechanic (A/E) Catherine Peta Carol Whitewood, serving at H.M.S. Goldcrest, where she is engaged on helicopter maintenance.

Catherine, who joined the Wrens in September last year, had an early taste of the "bright lights" when she appeared in the 1969 Royal Tournament as an active member of the naval display team "Earth Quake '69."

The girls have a brother, Bruce, who this year joined the Royal Air Force as an apprentice cook.



MANXMAN RECORD

Three jolly sailors from the minesweeper support ship H.M.S. Manxman recently created a ship's record by getting from Plymouth to the Isle of Man in 18 hours at a cost of only 2s. 3d. each.

They are (left to right) A.B. Eric Hardman, Egham (Surrey); A.B. John Richards, Dawlish (Devon); and A.B. Philip L. Greenaway, Cowplain, Portsmouth.

Leaving their ship at Plymouth with only £1 each, they hitchhiked to Liverpool and worked their passage in a steam packet to the island.

When the islanders heard of their achievement they gave the three men what one of them described as "absolutely fantastic hospitality."

An Ideal Christmas Gift



Calendar 1970

TWELVE SUPERB FULL COLOUR PICTURES
A Royal Navy scene and clear figure calendar for the month on each page

Size 14" deep x 10 1/2" wide

6" each post free



The Royal Navy

September 1970

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30



ORDER EARLY-Limited stock only
From Business Manager, NAVY NEWS.
R.N. Barracks, Portsmouth.

I was impressed to learn that the administration and control of the Royal Naval Benevolent Trust lies in the hands of the men of the Navy themselves — something of which both they and the Admiralty Board have reason to be proud.

In these days, when everyone seems to be out for himself, it is reassuring to find that in the Navy, at least, there are men who are willing to devote time and money to helping others — the old, the infirm, the widows, and the unlucky.

— The Lord Mayor of London, Sir Charles Trinder, presiding at the annual meeting of the R.N.B.T. at The Mansion House.

Marching into the future

Nearing its golden jubilee, with a record built upon the pioneering of the past, the Royal Naval Benevolent Trust is to march forward into its next half-century armed with the results of a thorough investigation into its structure and procedures.

Admiral Sir Alexander Bingley, president of the R.N.B.T., speaking at the annual meeting in The Mansion House, London, on October 24, reminded his audience that their organization was "getting on in life."

He continued: "When it was launched all that time ago the ideas behind it were, for their day and age, revolutionary — make no mistake about that."

"Not only did it raise most of the money from within the Service and not by public appeal, but by having it run not by officers but by men whom it was designed to help."

"Revolutionary ideas — but they worked, and the amount of human unhappiness which has

Grants free people from worry, distress

The work of a benevolent organization is most unspectacular — a few pounds to provide winter warmth for an elderly widow; the settling of an outstanding bill for a man who is ill or unemployed; clothing for the children of a large family.

These things do not in themselves arouse much interest, yet every such grant means that someone, somewhere, has been freed from worry and distress.

— From the annual report of the Royal Naval Benevolent Trust.

CARE SHOWN BY NAVY 'FAMILY'

I was brought up in the heart of Chatham. To a child's eyes the Navy was a vast machine, personal and human only to the extent that one knew men who worked in it.

When I started to train in social work, operating in the Medway Towns, I began to experience a recognition of the Navy as a social organization.

In particular one became aware of its hidden resources — its ability to care for its members, their dependants, retired personnel, widows and orphans.

This help came sometimes from the Dockyard or naval hospital, but more often from other

serving men who were neighbours or shipmates of those in need, and of course through the R.N.B.T.

It would not be an overstatement to see the Navy's personnel and their dependants as an extended family network, capable of showing care through friendship, mutual support, and affectionate concern.

— Mr. R. Lingham, Deputy Director of Social Services for Aberdeen, speaking at the annual meeting of the R.N.B.T.

R.N.B.T. SERVICE



Admiral Dreyer

Taking over next year as president of the Royal Naval Benevolent Trust, Admiral Sir Desmond Dreyer is no newcomer to its aims and affairs, having held the appointment of Second Sea Lord and Chief of Naval Personnel.

He will be relieving Admiral Sir Alexander Bingley, who has been president for the past six years.



Mr. G. A. Morley

Mr. Morley, an ex-sick berth CPO, has been hon. treasurer of the R.N.B.T. since 1962. His interest in the Trust began in the war years and later he served as local hon. treasurer and chairman at Chatham.

He was chairman of the Pembroke House Management Committee when it was in its embryo stages.

been relieved over the years is beyond contemplation.

"And the credit for this goes partly to Lord

Jellicoe and others who launched it; partly to their vision and sound common sense and partly to the hard work and devotion of the people ever since then who have made it work: a succession of general secretaries and local secretaries and their staff, and members of the Central and Local Committees and corresponding representatives."

Admiral Bingley said that old age in an organization, as in an individual, carried its own danger — the danger of getting into a rut, of going on doing things without thinking too hard whether they needed to be done now, or whether there wasn't something that wanted doing even more.

"So we have decided to take a long-term fundamental look at ourselves," said the admiral, "and that, in my opinion, is the most important thing that has happened in my six years as president."

"We have appointed a sub-committee to do the job, and Admiral Hopkins, who is with us this afternoon, has kindly consented to be its chairman."

"Their job is to look ten years ahead, at all the things we do and the way we do them, our structure and procedures and everything else, and see how they can be improved, and to make recommendations to the Central Committee."

How money is used

From the annual report of the R.N.B.T. hon. treasurer, Mr. G. A. Morley:

£90,958 paid out in grants to individuals in necessity and distress.

£10,412 of the amount to serving ratings.

£14,188 in grants for training and finding employment.

£8,452 in grants to homes and institutions.

£22,681 to Pembroke House for aged sailors or Royal Marines.

ALL YOUR OWN . . .

THE ROYAL NAVAL BENEVOLENT TRUST belongs to the men of the Navy and is administered by them

All serving and ex-serving - men of the Royal Navy and Royal Marines have the comforting assurance that should they, their widows or their dependants fall on hard times, the resources of the R.N.B.T. are available

No direct contribution is payable and no appeals are made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

Head Office

High Street
Brompton
Gillingham
Medway 42743

Chatham

Batchelor Street
Chatham
Kent
Medway 42066

Devonport

Stopford Place
Stoke
Devonport
Plymouth 52772

Portsmouth

2a Tipner Road
Stamshaw
Portsmouth
Portsmouth 60296

Malta

2 Harper Lane
Floriana
Malta
Central 24396

Rescue on a mountain

An SAR helicopter from H.M.S. Hermes recovered a Wasp helicopter which had crashed in boggy ground on a mountainside at Cape Wrath.

The Wasp was from H.M.S. Bacchante. The SAR helicopter, piloted by Lieut. D. C. Martin and guided by the aircrewman, LAM V. J. Barker, went from the Moray Firth area to the scene.

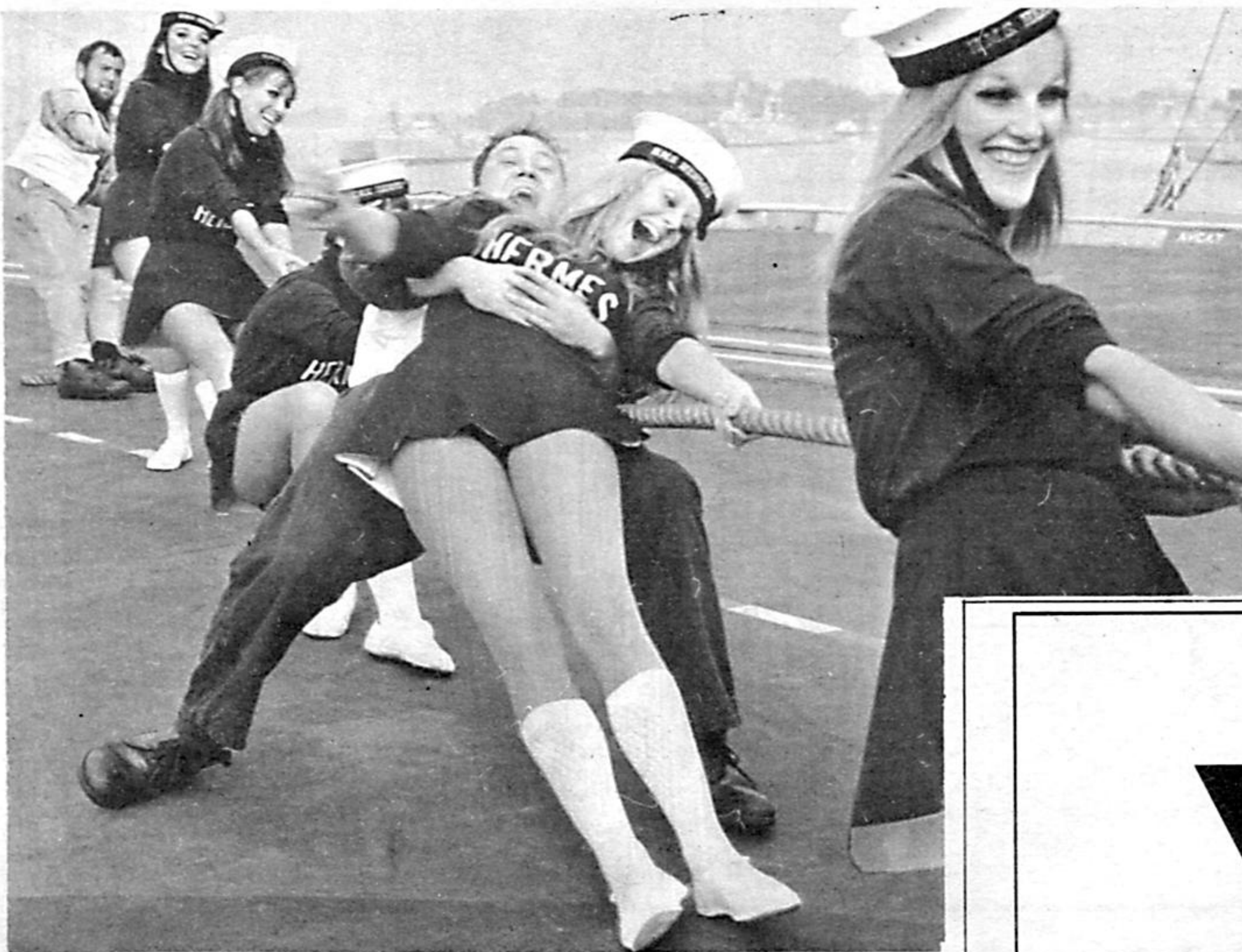
After the Wasp had been hoisted out of the peat, mechanics removed the undercarriage so that the main body of the aircraft could be taken four miles and lowered on to a waiting lorry for transportation to the Royal Naval Air Station at Loughborough.

Afterwards, the rescue heli-

copter returned to the crash scene to pick up the remainder of the aircraft and maintenance personnel.

During work-up in the Moray Firth, the Hermes exercised towing R.F.A. Olwen, the tow line being passed by the SAR helicopter.

From November 1 the Flag Officer Scotland and Northern Ireland assumed responsibilities of an Area Flag Officer under the Commander-in-Chief Naval Home Command. At present the separate post of Admiral Superintendent Rosyth continues.



OPPORTUNITY KNOCKS!

Arrival of London chorus girls aboard the aircraft carrier H.M.S. Hermes at Portsmouth created lively interest. They were to appear in the "Opportunity Knocks" programme aboard — and who could miss such a photographic opportunity as that!

Joining in the fun they sat in the captain's chair, "scrubbed" the decks, and took part in a not-too-serious tug-of-war.

And everywhere, of course, the camera was clicking.



SAY YES TO S.A.Y.E.

SAVE AS YOU EARN

*The big, big bonus National Savings scheme which you can join by (a) signing a banker's order (b) by naval allotment from the 1st January 1970 (c) by cash payments at a Post Office (d) through Giro

Just look at the bonuses...

SAVINGS		REPAYMENTS			
		at 5 years		at 7 years	
Monthly	Total for 5 years	Bonus	Bonus plus savings	Bonus	Bonus plus savings
£1	£60	£12	£72	£24	£84
£2	£120	£24	£144	£48	£168
£3	£180	£36	£216	£72	£252
£4	£240	£48	£288	£96	£336
£5	£300	£60	£360	£120	£420
£6	£360	£72	£432	£144	£504
£7	£420	£84	£504	£168	£588
£8	£480	£96	£576	£192	£672
£9	£540	£108	£648	£216	£756
£10	£600	£120	£720	£240	£840

All bonuses free of U.K. Income Tax, Surplus, and Capital Gains Tax

Bonuses worth 7% per annum tax-free after 5 years, nearly 7½% per annum tax-free at 7 years

For further details, send this coupon to your bank — if you wish to save by banker's order — otherwise, to The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex. HA7 4PX



Please send me full details of the National Savings S.A.Y.E. Scheme.

Name

Address

NN3

See your Pay Office if you wish to allot.

Navy News

Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

Regard for tradition

This final issue of the Fleet's newspaper for 1969 marks a colourful period, both in the presentation of the paper and the topics of debate in the Service. Use of the latest printing methods has given the benefits of an attractive technical product coinciding with a lively interest in naval affairs rather more personal than policy and politics.

Pay naturally remains "top of the pops" for speculation, but hair, bell bottoms and the tot have sparked off righteous indignation, lots of humour (somewhat wry in places!) and occasionally a surprising regard for tradition.

This is a word one tends to use with care nowadays — and only in chosen company — but the fact remains that the British sailor's rig still retains its champions, not only on grounds of sentimentality, but for smartness and (perhaps most important) individuality which has attracted the flattery of world imitation.

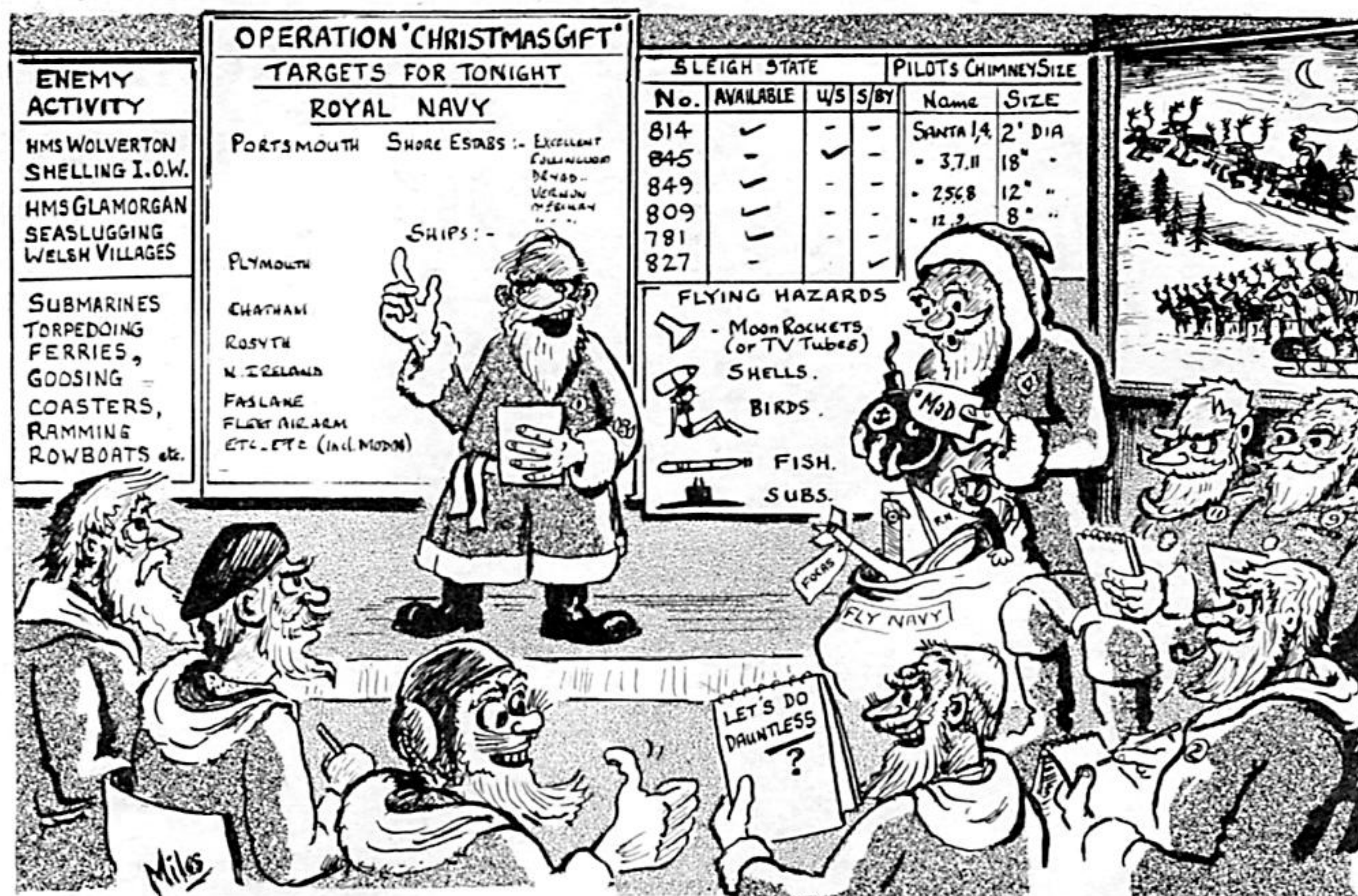
To judge by parading "weirdies," hair is as much an expression of revolt as of personality, but so far as it is possible to assess, flowing locks down the back are effeminate, beards about half and half, and other facial adornment, the mark of muscular virility.

Whether it is necessary within any Service to regulate beyond "well groomed" may be a matter for argument, but the present disparity in application is as untidy as some of the hair itself. Just a little more understanding permeating a few more areas would allow common-sense a chance to obviate any over-rigid adherence to past days.

MOCK HORROR

As for the tot, in the absence of word about alternatives or compensatory improvements, the wail of woe is not unexpected, and, true to another tradition, has provoked a response well laced with humour. If the cry "This is the end of the Navy!" has a smack of mock horror about it, perhaps this is largely due to a certain sense of inevitability which has surrounded the rum rumours for a long time now.

For some the loss of the tot would hurt like the devil, but all — especially aboard ship — would miss that social get-together. Whatever the potential brew (or absence of it), this aspect of the tradition deserves some preservatory thought.



"... So, if the Press reports are to be believed, this lot are 'tot-twitched' and trigger-happy! Keep clear of their exercise areas as you approach, and watch out for the Christmas pudding flying about!"

Sea 'ditch' engine comes up

What goes down must come up, that's the moral of the tale of the aircraft engine just recovered after spending 18 years in the briny off the coast of Cornwall.

And the officer who was flying the plane concerned from R.N. air station Culdrose when it ditched in the sea is now Commander (Air) at Culdrose and has been presented with the engine identification plate suitably mounted.

The engine had been installed in a Royal Navy Sea Fury single-engined fighter-bomber and delivered to R.N. air station Culham in April, 1948. The aircraft was allotted to 738 squadron, one of the Fleet Air Arm training squadrons based at Culdrose, as part of the Navy Fighter school.

Aerobatics

On October 5, 1951, Lieut. Alan Hensher was flying the plane during operational training 20 miles out from the coast and in company with other Furies from the same squadron. They were carrying out aerobatics when Lieut. Hensher detected an ominous change in the beat of the engine and power began to fall off.

He left the formation and



... Eighteen years later, Cdr. Alan Hensher sits on the engine recovered from the sea.

called for an emergency landing at Culdrose, but soon the engine power decreased even further. He realized that he was not going to get back to Culdrose and carried out a controlled ditching in the sea about half a mile from a group of fishing boats, about 12 miles south of Penzance.

The plane sank in 11 seconds but Lieut. Hensher was able to scramble clear and get into his dinghy. A few minutes later he was picked up by a fishing boat and taken to Newlyn.

It was 18 years later on September 19 this year that the trawler Gallilean snagged a heavy object in her trawl about 12 miles from Penzance.

Skin divers

Unable to lift it and not knowing what it was, the skipper dragged his trawl into shallow water near Newlyn, where skin divers went down and found that he had caught an aircraft engine complete with propeller.

The divers attached a wire to the engine, which was then hoisted aboard and delivered to the quay in Newlyn.

The harbourmaster asked Culdrose for assistance and the commanding officer, Capt. D. H. Frazer, identified the engine as a Bristol Centaurus.

The engine was taken to Culdrose and enquiries made to the British Aircraft Corporation, Rolls Royce Small Engines Division (now incorporating Bristol Engines) and the Ministry of Defence.

'Sweeper delivers wood for school

The coastal minesweeper H.M.S. Wilkieston, on her way home with H.M.S. Houghton from Singapore via the Pacific, will be remembered with affection in the Gilbert and Ellis islands.

When the ship called at the island of Funafuti, the commanding officer (Lieut.-Cdr. Douglas Lothian) was asked if he could deliver three tons of wood to the island of Vaitupu.

The wood consisted of pre-cut planks destined for the building of a school, and Lieut.-Cdr. Lothian agreed to take this unusual cargo for a warship when he discovered that there was no other prospect of getting it there.

On arrival at Vaitupu the wood was dumped over the side, where it was gathered by native swimmers and towed ashore through a reef by canoe, an operation which took three-and-a-half hours.

The chief of the village council boarded the Wilkieston with gifts of coconuts, beads and woven baskets, and the captain presented a ship's crest for the new school on the remote island.

KEEL LAYING OF TYPE 21 FRIGATE

The keel of H.M.S. Amazon, the first of the Royal Navy's new Type 21 frigates, was laid down at the Woolston shipyard of the Vosper Thornycroft Group on November 6.

The 2,500-ton Amazon will be the first custom-built gas turbine frigate designed and constructed as such and the first warship designed as a collaboration venture by Yarrow (Shipbuilders), Ltd., and Vosper Thornycroft.

The vessel will be powered by Olympus / Tyne gas turbines and be capable of very high speed.

H.M.S. Amazon will be equipped with a twin-engined WG 13 anti-submarine helicopter and a Seacat surface-to-air missile system. She will also carry the new 4.5-inch Mk. 8 gun.

NINTH OF NAME

The Amazon will be the ninth Royal Navy ship to bear the name. The first ship of this name was a sixth rate of 26 guns and 471 tons, which was captured from the French in 1745.

The third, built on the Thames in 1795, was a 38-gun frigate and took part in Nelson's Chase of Villeneuve to the West Indies.

The last was a destroyer, built by Thornycrofts in 1926. During the Second World War she served in the Atlantic and in the Malta convoys, finally being scrapped in 1948.

END OF 'DERRY SQUADRON

With the disbandment of the Londonderry Squadron this month, H.M.S. Phoebe and H.M.S. Llandaff will become individual members of the Western Fleet Flotilla.

The two remaining ships, H.M.S. Malcolm and H.M.S. Keppell, based at Rosyth, will also be joining the Western Fleet.

The result was that the engine was identified as the one in the Fury which ditched in October, 1951.

Eighteen years and a day later the engine identification brass-plate, mounted on an oak base board, was presented to Cdr. Hensher.

ASHORE & AFLOAT

the Navy's monthly glossy magazine, is on sale at each of the Royal Sailors' Rests and Community Centres Price 1s.

... or you can have a personal copy by post each month for 16s. per annum including postage

FREE — a souvenir of the Rests — key ring, tie tack or serviette ring (please state preference) — for a 2-year subscription costing 32s.

Orders, with remittance please, to

**THE EDITOR, ASHORE AND AFLOAT
32 WESTERN PARADE, SOUTHSEA
HAMPSHIRE PO5 3JE**

Spend your evenings ashore at Aggie Weston's

NELSON'S VICTORY BEATS JAPS

Visit from Fearless

Not a patch on our Victory — that was the verdict of a bus-load of sailors and marines from H.M.S. Fearless when they visited the world's one remaining dreadnought at Yokosuka, a two-hours drive to the south of Tokyo, Japan.

The Mikasa, a 15,000-ton battleship, is moored in a sea of concrete, and together with the Victory at Portsmouth and the Constitution at Boston, U.S.A.,

completes the trio of warships which have been preserved for future generations to get a glimpse of a long dead naval past.

H.M.S. Fearless, in Tokyo for the second British trades fair ever staged in Asia, was base and home to almost 1,000 sailors, soldiers, marines and airmen who were making their contribu-

tions to the success of British Week.

EXCITED VISITORS

The Fearless was open to the public on two occasions, and at one stage excited Japanese were climbing the gangplank at the rate of over 1,000 an hour.

Apart from those two days of duty, normal harbour routine was relaxed to enable as many of the ship's company as possible to visit more of Japan than just Tokyo itself.

One party climbed to the summit of Mount Fujiyama, while others visited shrines and temples, palaces and beauty spots.

PAST GLORY

The visitors to the Mikasa found that the ship's history is no less glorious than those of the Victory or the Constitution.

She was the flagship of Japan's greatest sailor, Admiral Heihachiro Togo, who smashed the Russian Baltic Fleet at Tsushima during the Russo-Japanese war of 1905-06, and astern of her once sailed a grey line of dreadnoughts, battleships and battle cruisers.

Below in the engine rooms a thousand sweating stokers shovelled coal into hungry fires which pushed the fleet through the oceans at 18 knots.

NEGLECTED

Now the last of her line, she lies neglected.

"An opportunity missed," commented Fearless Midship-

man Cliff Godby. "She's been gutted for use as a naval museum and a cinema so one can get no real idea of the conditions below decks."

"She's not even maintained now," he added. "When a piece of planking rots they concrete it in, and paint in the joints."

And one thing the visitors found out was that the Mikasa was "made in Britain" — laid down, in fact, by Vickers in the last days of the 19th century.

So buying British is nothing new for the Japanese.



Beneath long silent guns, two Fearless men from Liverpool record their visit to Japan's dreadnought, the Mikasa. Cpl. Leo Farrell (left), is one of the Fearless Royal Signals communications troop, and A.B. Tony Gilbert is in charge of one of the Seacat missiles.



Britain had the goods, and the Japanese had the yen to buy them during the British Week. They wanted the goods, we wanted the yen, with the result that a trip round stores crammed with British goods was almost like home for A.B. Jim Nesbitt (left), and L. S. Brian Connacher, from H.M.S. Fearless.

Ulster—or how to go 'foreign' and stay in U.K.

by Lieut. D. J. S. Squier

Life in Northern Ireland, where 819 Naval Air Squadron is lodged at R.A.F. Ballykelly in a corner of the airfield, is carrying on very much as normal, so long as you keep clear of the Bog-side and the Shankill Road district.

We are an independent unit except that H.M.S. Sea Eagle, 12 miles up the road, issue our air warrants and pay our travelling expenses (as well as our pay).

It feels like a foreign draft

(except for the Irish natives), because the cost and travelling time make frequent trips to visit families and friends impossible.

But, since the beginning of the year, the Squadron has been to Lisbon, Bergen (twice), Stavanger, Flensburg, Copenhagen, Tiree, Linton-on-Ouse, Prestwick, Faslane, Lossiemouth, Arbroath, Rosyth and Portsmouth.

Why not?

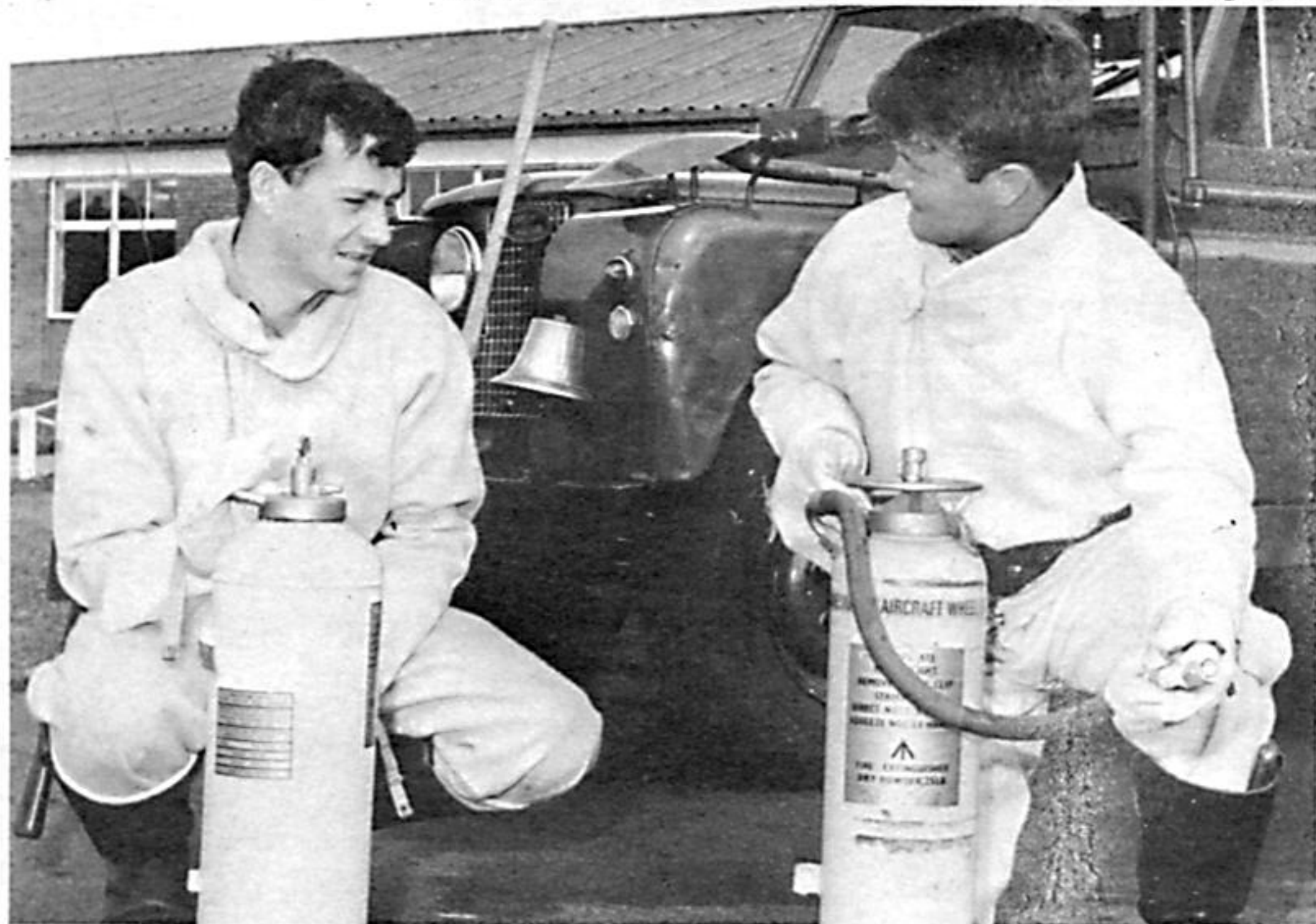
On major detachments we take most of the aircrew and about a third of the maintenance ratings, normally embarking in R.F.A. Engadine or one of the 'O' Class tankers.

Accommodation in the messes at Ballykelly is quite good, and there is no waiting list for married quarters, so why not reconsider your drafting preference card, and make Northern Ireland number one instead of number nine.

819 Squadron and H.M.S. Sea Eagle should be open for at least another 18 months.

Fire fighters

819 Squadron has its own fire section (as shown), Safety Equipment Section — and TV engineer (unqualified)!



OLD HOME FLEET COLOUR LAID-UP

The old Colour of the former Home Fleet, which became the Western Fleet in 1967, was presented by Admiral Sir John Bush (Commander-in-Chief, Western Fleet), to St Ann's Church, Portsmouth Dockyard, on Remembrance Day, for laying-up.

A new Colour, presented to the Western Fleet by the Queen

in H.M.S. Eagle at Torbay in July, is now at the headquarters of the Commander-in-Chief, Western Fleet, at Northwood, Middlesex.

The old Colour was presented to the Home Fleet in 1937 by King George VI, and will be laid up in the side chapel where the old King's Colour of Portsmouth Command was laid in 1952.

The Colour Officer was Lieut. D. Pike, R.N., escorted by

Lieut.-Cdr. D. Cole, gunnery officer of H.M.S. Albion.

After presenting the Colour, Admiral Bush read the lesson during the Remembrance Day service, which was conducted by the Rev. K. P. Evans (Chaplain of the Dockyard), and the Rev. H. Hartley (Chaplain of H.M.S. Albion).

140 ships

The Western Fleet has about 140 ships, including submarines,

aircraft carriers, amphibious ships, destroyers and frigates, and its area of operations covers home waters, the Atlantic, the Mediterranean and the Caribbean.

Portsmouth has long standing connexions with the Home Fleet, many of whose ships were based there, just as many of today's Western Fleet ships are.

Colours were first presented to the Royal Navy in 1924.

VILLAGERS CLAIM 'SHELL SHOCKS'

Publicity is the aim when a warship goes on a Meet the Royal Navy tour, but H.M.S. Wolverton got rather more than expected when visiting Cowes in the Isle of Wight.

When giving sea trips to Sea Cadets and schools, a big attraction is the firing of break-up shot from the Bofors gun, the shells disintegrating harmlessly in about 100 yards.

On this occasion, however, residents of the village of Gurnard, near Cowes, claimed they had been "under fire," and some said they had heard

thumps as shells landed ashore.

Perhaps the villagers were "down wind" of the firing and got the impression of something very close. At any rate the Flag Officer Spithead (Rear-Admiral A. M. Power), said afterwards he was satisfied that the Wolverton's shells had not landed ashore.

Make this a memorable Christmas for yourself or a loved one, with gifts from Gifts International

In the two sections of the catalogue there is a wide range of gift possibilities to choose from. Everything from dolls to lawnmowers as well as chocolates, hampers, flowers, wines and spirits.

Your choice of gifts may be sent to any address you desire, with a personal message or greetings card and timed to arrive on the correct date.

The cost of the service may be met by Naval Allotment, Banker's Order or 'Giro' Account where preferred to cash.

If you have not got a free copy of GIFTS INTERNATIONAL call into your local branch or write to Head Office.

Enjoy a Happier Christmas with Gifts through

C. H. BERNARD & SONS
LIMITED

6 QUEEN STREET, PORTSMOUTH

Telephone 23335

Other branches at Chatham, Devonport, Portland, Deal, Grimsby, Londonderry, Gibraltar, Valletta and Sliema, Malta, and at Lossiemouth, Arbroath, Brawdy, Culdrose, Corsham, Lympstone, Yeovilton, H.M.S. Dolphin, H.M.S. Pembroke; Officers' Shops at Plymouth, Portsmouth, and Southampton.

Head Office: Anglia House, Harwich, Essex. Tel. 2287

Modern gladiators



It was 7.30 on a grey morning with a touch of cold rain in the air. A group of about 30 young men in combat dress sheltered among the bushes picked out here and there with lavender and yellow mimosa to be admired later by Sunday picnickers.

They huddled over their rifles, some taking a last drag at a cigarette. One said: "It's going to be — murder this morning," and another "and — cold when we hit the water." A ripple of laughter spread when a third made a laconic rejoinder.

The men were new recruits in the Royal Marines at the Infantry Training Centre at Lympstone, Devon. They were about to start the second of four strenuous tests they have to pass before gaining the hard-won but much prized green beret.

A Royal Marine sergeant in charge suddenly called the men together and gave them a quick run-down. "First three ready and off," he shouted.

Having already covered four miles to

reach the starting point, these men, with ages ranging from 17 to over 30 and coming from all walks of life — apprentices, labourers, former schoolboys, one ex-Foreign Legionnaire (so he said), a couple of Pongoes and naval types — had a gruelling six-mile trek in front of them.

They had to run up and down steep slopes, negotiating en route a series of rather unpleasant natural obstacles such as streams, muddied areas, and a number of tunnels — all in 80 minutes and ending in a shoot.

First obstacle was a long tunnel, hardly big enough for a dog let alone a man. Then helter-skelter down a steep slope and through a strong-smelling bog area ending in a long, six-foot deep muddy pool.

Hard slog

Other obstacles followed, an even longer, tighter and dirtier tunnel, more splashing through thick mud and a nasty obstacle to overcome if you happen to dislike water — a tunnel completely full of water through which the recruit has to dive.

After the hard slog back to camp, the recruits, some still panting slightly, have to fire ten rounds on the 25-metre range.

The lads then return to their barracks for hot showers and change of clothing, but not to relax — training continues.

The day before they had to do a speed march of nine miles in 90 minutes, at the end of which they have to fight in some sort of realistic battle exercise. With each man carrying 30lb. of equipment, this is probably the toughest test.

Then follows the "Tarzan" course which puts a man through his paces on the high ropes and finally a 30-mile cross-country hike in parties of four across brooding Dartmoor.



Saturated but successful: A figure dripping with water at Lympstone.

400 tough

The potential Royal Marine kicks off his training at Deal, Kent, where he spends six weeks learning the basic rudiments of soldiering. Then he goes to Lympstone for the final 20 weeks, with the last five weeks devoted to the commando course.

To the outside observer Lympstone looks rather like a school for gladiators with some 400 tough young men, all looking revoltingly fit and healthy, in various stages of warlike training.

NEARER TO HEAVEN...

At the top of the 80ft. high "death slide" on the Tarzan course perched a small figure. His eyes sparkled and a humorous grin spread round his mouth. "I'm a little nearer to Heaven, anyway," he said and then started to slide down the 150ft. long rope to the bottom.

It was Father Jim McCormack, the Royal Navy R.C. chaplain who was undergoing commando training at the Infantry Training Centre, Royal Marines, at Lympstone, to gain his green beret.

A remarkable man — already the possessor of parachute wings and a certificate to prove he had ascended a 100ft. submarine escape tank, a humorist and a dedicated and religious man.

Father Jim ("I've learnt five new words since coming here, but I won't repeat them") was then swinging along more ropes like Tarzan — doing the leopard and cat crawl, sliding down backwards, catching a rope in mid-air and punching his arm through a net.

At the end of the five week course he had earned the right to wear the green beret. But why?

Quietly, modestly, Father McCormack explained: "Well to start with I'm off to Singapore to become the Roman Catholic chaplain to 3 Commando Brigade. But I want to show that a chaplain is just like one of the Marines and with the same sort of courage as they have."

At passing-out parades each man is presented with the much-coveted green beret. Here the presentation is made by the First Sea Lord, Admiral Sir Michael Le Fanu.



A smiling Father Jim McCormack "comes up for air" (above) after a strenuous piece of activity on the commando course. Below, the First Sea Lord watches "frolics" in the snow at Lympstone.



...AFTER A VISIT TO THE ROYAL MARINES

GETTING IN DEEP?



h water emerges from the testing tunnel of
pstone.



Wading through the water (above) and looking as if they're enjoying it in a grim sort of way. It's all part of their test of endurance at Lympstone. Below, another member of the course does something of a Tarzan act in the trees.

Up
in the
trees
is 'Tarzan'

Testing all the human phobias

Chief Instructor at Lympstone, Major James Clarke, explained: "A Royal Marine is not a super-man, just a very well trained individual. He has to shoot straight, move long distances across country, have above-standard endurance and the ability to act on his own initiative."

"We feel that all the human phobias are tested during training," he added. "The Tarzan course, for instance, tests a man's fear of heights while the tunnels in the endurance course overcomes a man's fear of enclosed spaces."

"There are very few failures. Providing a man is physically fit he will pass and, anyway, he has to be of a certain physical standard before joining. And a man who finds the life of a Marine is not for him can always buy himself out for £20 after three months."

Capt. George Knight, the Commando Training Officer, said that these days a young chap wanted quick results, expecting to do all the things he saw in the advertisements almost at once.

"Today's young man is self-willed and has enjoyed more freedom than before in our permissive society," he added. "So when he comes to us he is not used to discipline and life seems strange. He is not used to a community of men, for instance."

"A small percentage decide to quit after three months, normally for one of three reasons — the nine year minimum engagement period is too long, family problems or because of the discipline."

"But in the main a man knuckles down to the training and is proud to receive his green beret."

Officers do the same course as the men with one important exception — as leaders they have to put up better performances.

For the last five weeks the recruits are joined by members of other units who are to serve with the Commandos — the Royal Artillery which provides the gun back-up, R.E.M.E. and R.A.O.C. personnel, and various Army officers who have staff appointments, together with naval personnel such as doctors, instructor officers, medical assistants and chaplains.

gh men

This training is arduous but varied and full of interest. There are exercises consisting of movement at night and laying-up by day which demand a high physical standard and ability to map-read; internal security; amphibious training at Poole; and field craft.

Then they go to Portsmouth for a week at sea, living on board a frigate and doing the duties they would be expected to do as an embarked Royal Marine detachment, and there is a visit to R.N. air station Culdrose for a week's training in commando helicopters.

This includes abseiling, exercises with helicopters employed as gun ships and various forms of helicopter techniques. Combined with this is cliff assault training.

Then comes the final five weeks' commando course.



Greetings

The President and Members Petty Officers' Mess, H.M.S. Daedalus, send Heartiest Seasonal Greetings to all Petty Officers Past and Present

The President and Members of the Chief Petty Officers' Mess, H.M.S. Daedalus, send Heartiest Seasonal Greetings to all Chief Petty Officers, past and present

Christmas Greetings and Best Wishes for the New Year to all, are sent from the President and Members No. 4 Petty Officers' Mess, H.M.S. Collingwood

The President and Members Chief Petty Officers' Mess, H.M.S. Vernon, wish all a Happy Christmas and a Prosperous New Year

All Good Wishes for Christmas and the New Year are extended from the President and Members, Petty Officers' Mess, H.M.S. Excellent

A Merry Christmas and a Happy New Year to all from the President and Members, No. 3 Petty Officers' Mess, H.M.S. Collingwood

We wish all C.P.O.s, especially all those who have passed through Terror in the last twelve months,

**A
MERRY CHRISTMAS
and a
HAPPY AND
PROSPEROUS
NEW YEAR**

President, Committee and Members, C.P.O.s' Mess, H.M.S. Terror

The President and Members Petty Officers' Mess, H.M.S. Victory, send Greetings to all for Christmas and the New Year

All Chief Petty Officers and Members of No. 2 Broom Mess, H.M.S. Collingwood, extend to all every Good Wish for Christmas and the New Year

The Chief Petty Officers' Mess, H.M.S. Victory, extend Good Wishes to all for Christmas the the New Year

SEA, MORGAN, H.M.S. Tamar, Clive and boys. Happy Xmas. Is of love. Barbara, Nan, Douglas, d & Ivan.

MUGS CLUB. Merry Xmas all. Reunion, London, 1971. Buffer, H.M.S. Torquay.

IDEAS INTO INCOME

Have you ever looked at a gadget in some store and thought "This could be sold all over the world"? Or felt that if only you had the time and the opportunity you could make a fortune doing a certain thing?

We sell "know how." The Postal course of Export-Import (London) shows one how to start a small worldwide Agency business, without the involvement of personal capital.

Obviously you cannot put it to use as long as you are in the Services, but you may care to know about the Consultancy Service we offer to clients. We have been established 23 years and have clients in 35 countries. Perhaps one day we might be of use to you. Booklet (free and post free) mailed on request.

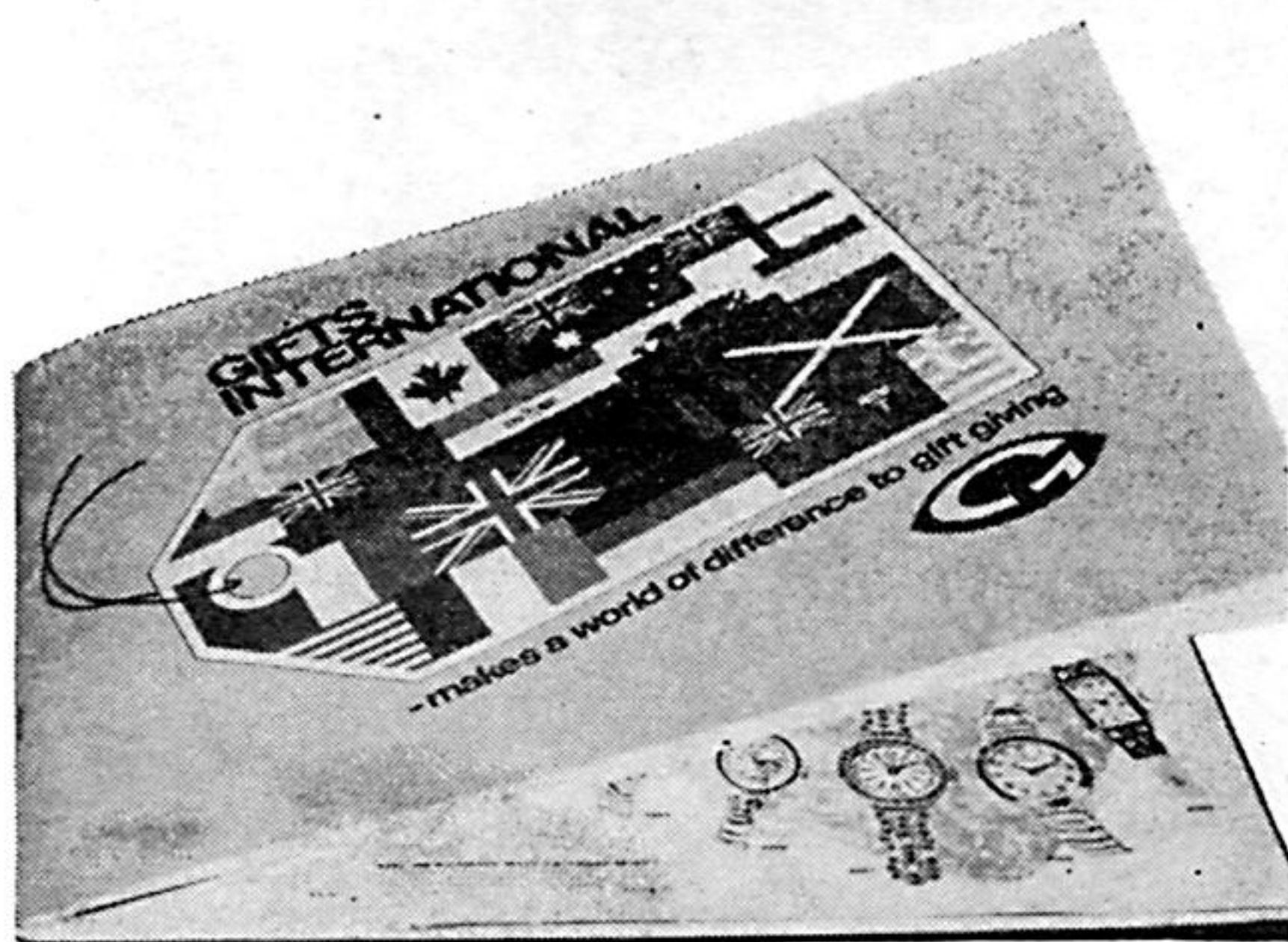
ANTHONY WADE (CONSULTANTS) LTD.

(Dept. NN), RYLSTONE, HOLDERSHILL CRES., LONDON, N.W.4

An allotment account with COOPERS

WILL SOLVE ALL YOUR
GIFT PROBLEMS

Generous
redit with
o extra
harges



**FREE!! Catalogue of colourful illustrations of
GIFTS FOR ALL THE FAMILY**

Your gifts can be sent to any address in the United Kingdom
with your personal messages and greetings.

Call in or write for your copy NOW

W. COOPER (HARWICH) LTD.

MAIN ROAD, HARWICH, ESSEX

Branches at all principal Ports

APPOINTMENTS

New C.-in-C. for Naval Home Command

Admiral Sir Horace Law is to be Commander-in-Chief, Naval Home Command and Flag Officer, Portsmouth Area, in succession to Admiral Sir John Frewen. The appointment takes effect in March next year.

Admiral Law, who qualified in gunnery in 1937, has commanded H.M.S. Modeste, H.M.S. Duchess and H.M.S. Centaur.

He was promoted vice-admiral on appointment to the post of Controller of the Navy in 1965 and to admiral in September, 1968.

He is related to Nelson through Charlotte Nelson, Duchess of Bronte, who was his great great grandmother.

Rear-Admiral D. A. Dunbar-Nasmith is to be Flag Officer Scotland and Northern Ireland in succession to Vice-Admiral Sir Ian McGeoch from May next year.



Rear-Admiral
D. A. Dunbar-Nasmith.



Admiral Sir Horace Law.

Rear-Admiral Dunbar-Nasmith will also succeed Vice-Admiral McGeoch in the NATO appointments of Commander Northern Sub Area Eastern Atlantic and Commander Nore Sub Area Channel.

Commodore Denis Jermain has succeeded Commodore "Tommy" Catlow as Commodore Superintendent of Contract Built Ships.

Appointments recently announced include the following:

Capt. H. W. E. Hollins. Antrim in command. March 16.

Cdr. A. G. F. Crosbie. Minerva in command. March 17.

Cdr. D. H. Morse. Lowestoft in command. January 5.

Cdr. C. A. Snell. Cavalier. October 27 and in command on commissioning for trials and service.

Cdr. S. A. Stuart. Danae in command. March 18.

Cdr. F. N. Ponsonby.

Guests ate ship's 'crest'

H.M.S. Bulwark recommissioned at Devonport on November 5, and a recommissioning service was held in the hangar on November 10 when families and friends of the ship's company attended.

At lunch, the cake, a full-sized replica of the ship's crest made

Renown (starboard crew) in command. October 25.

Cdr. A. G. Worsley. Maidstone in command. October 24.

Lieut.-Cdr. S. J. Dean. Glaserton in command. December 2.

Lieut.-Cdr. W. J. Davis. Wolverton in command. November 24.

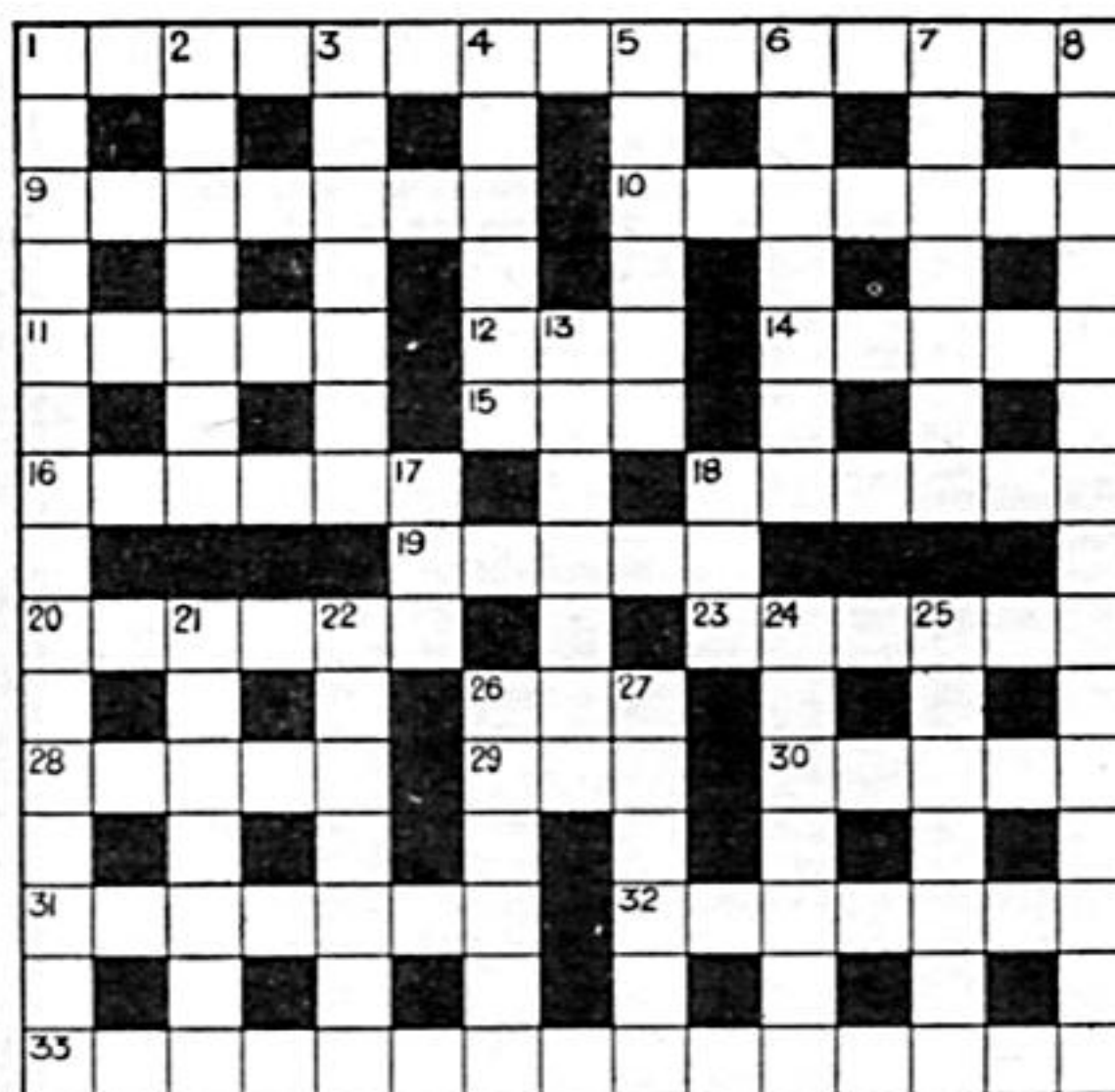
Lieut.-Cdr. G. L. Fielding. Bronington in command. February 24.

Lieut.-Cdr. M. Ruddle. Dundas in command. January 19.

by CPO Cook D. Harrison (now serving in H.M.S. Pembroke), was cut by Mrs. Notley, wife of the captain (Capt. B. H. Notley), assisted by the youngest member of the new ship's company, Junior Mechanical Engineer Malcolm Gooseman.

Your £10 crossword

Below is the tenth of the present series of Navy News crosswords. Entries close on December 23 and should be addressed to Crossword No. 10, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.



ACROSS

1. Would you say that his torch is a legal light? (6, 9)
9. It's a thought (7)
10. Went sliding about the road (7)
11. Waken up, or use somewhat differently (5)
12. Negative the negative in the notice (3)
14. Pipe maker (5)
15. One name for the pater (3)
16. How we Teds finished up like apples! (6)
18. That little hound that's always going hunting (6)
19. Fatty's just like this (5)
20. Landed with it from the very first (6)
23. Spring date (6)
26. Good thing to sleep on (3)
28. Races into the fields (5)
29. Handle sometimes with wont! (3)
30. You may have to die before you actually do this (5)
31. Meanwhile... that's it! (7)
32. However brave this is, he's still chicken! (7)
33. You may need a glass or two to get over this! (4-11)

DOWN

1. You've heard about it being the thief of time (15)
2. You'll never have any till you stop working for it! (7)
3. Oriental lantern manufacturers (7)
4. Camera that never tells a lie? (6)
5. Made a home out of a few odds and ends (6)
6. It never does any work without getting the needle! (7)
7. Sleep on it! (7)
8. It sounds as if the material for these must be vintage before you start work! (10, 5)
13. They go snap at all the places of interest (7)
17. It looks as if young Donald will reach a high place in university life (3)
18. Busy little honey manufacturer (3)
21. 'Square, you might say, at the head of the church! (7)
22. People who go places often end up here (7)
24. Got his own back (7)
25. The frog was early (7)
26. Only those used to living on scrapes know the full flavour of this (6)
27. Atomic stinger, perhaps in Sonny's spacegun (6)

SOLUTION 9

Across: 1, Simpleton; 6, Bosun; 9, Notes; 10, Fumigated; 11, Athlete; 12, Dragnet; 14, Inelegance; 15, Term; 18, Nose; 19, Summertime; 23, Liberal; 25, Replica; 26, Gold Spoon; 27, Crave; 28, Gusty; 29, Enrolment.

Down: 1, Sensational; 2, Matchless; 3, Listened; 4, Taffeta; 5, Nomadic; 6, Beggar; 7, Satin; 8, Nod; 13, Temperament; 16, Eliminate; 17, Tropical; 20, Unloose; 21, Mariner; 22, Crusty; 24, Bills; 26, Gag.

The winner of the £10 prize was Mr. H. R. Knights, of Admiralty D.G. Establishment, Fort Rowner, Gosport.

SOCCER, BRASS BANDS, HOCKEY—NO BOB DYLAN!

Standards high in festival at Arbroath

Rumour has it that a crowd of hippies was seen around the main gate at R.N. air station Arbroath sometime in September asking when Bob Dylan was due to arrive. But rumour, as ever, could be wrong!

The occasion was a volunteer bands contest, part of the Fleet Air Arm's own festival which, although not quite so highbrow as that more renowned Edinburgh Festival, achieved very high standards of performance.

The festival consisted of competitions between the various air stations at soccer, brass band music and hockey.

The soccer festival took place during the second week in September, and took the form of two leagues, each of three teams, the respective first, second and third teams in each league then playing each other to decide the overall places.

Play-off results were: For fifth and sixth place, Yeovilton 4, Arbroath 2; for third and fourth, Brawdy 9, Culdrose 4.

In a hard fought final watched

by a large crowd which included Rear-Admiral R. D. Roberts, Rear-Admiral Engineering to the Flag Officer Naval Air Command, and several senior officers, Lossiemouth beat Lee-on-Solent 3—2.

Sailors' songs

A week later Arbroath heard the sound of music as the volunteer bands from the air stations gathered for the Bambara Trophy competition.

In the morning each band marched on the parade ground, and in the afternoon came the more conventional contest when the bands each played the test piece, "Sailors' Songs," arranged by Frank Wright.

The adjudicator, Capt. R. H.



Capt. R. H. Nash, R.M., the band contest adjudicator (above right), praised 20-year-old Leading Wren Dorothy Stewart for her first performance as Condor's drum major.

Left, Mrs. Mott, wife of Capt. J. W. Mott, the commanding officer at Arbroath, presents the soccer trophy to the Lossiemouth captain.



of which had already been promoted to the championship section.

The competition was so close that only one point separated each of the first seven bands.

The Naval Air Command Hockey Festival took place during the second week in October.

All seven air stations entered teams, six of whom played each other for places in either a winners' or losers' league, with Brawdy receiving a bye to the winners' league.

After the league games which followed, the winners were — 1, Daedalus; 2, Condor; 3, Seahawk; 4, Goldcrest; 5, Osprey; 6, Fulmar; 7, Heron.

Team spirit

The Trophy was presented by the president of the R.N. Hockey Association, Cdr. R. H. Parsons, of H.M.S. Daedalus, who praised the standards achieved by all players and officials who took part.

The whole festival was regarded as enjoyable and worthwhile, not only in the direct aim of selecting the Fleet Air Arm teams and brass band, but also in successfully kindling the sense of one company in all those involved, despite the far scattered locations of air stations.

Engine trials

H.M.S. Ark Royal's £30 million refit at Plymouth is nearly complete, and she will put to sea on December 13 for engine trials.

Nash, of the Royal Marines School of Music, made Lee-on-Solent winners, and the overall placings were — 1, Daedalus (167 points); 2, Seahawk (159); 3, Fulmar (151); 4, Heron (150); 5, Goldcrest (140); 6, Condor (135).

Capt. Nash singled out for special praise the fine performance of Condor's drum major, 20-year-old Leading Wren Dorothy Stewart.

Before joining Condor, Dorothy, who comes from Newburgh, in Fife, was a drummer in Collingwood's volunteer band, but this was the first time she had ever taken on the role of drum major.

Highest marks

After the contest members of the Fleet Air Band began rehearsals for the National Brass Band competition in London during October where the band gained the highest marks it has achieved in any competition, scoring 182 out of a possible 200.

The band came seventh in a section of 22 bands, all of which had either been first or second in their respective areas, and most



By Appointment to
H.M. Queen Elizabeth II
Florists
A. B. Stevens Ltd.

POST ROSES

GOFF'S OAK, WALTHAM CROSS, HERTS
ENGLAND

Telephone: Cuffley 2998

The Perfect Gift for all occasions

The most personal and acceptable gift of all is a box of choice fresh-cut CARNATIONS or ROSES direct from our own nurseries

Place your ORDER NOW for DELIVERY in the future

Gift Boxes £1-10-0, £2, £3, £5

Plus 4/- carriage on all orders

Send your order, remittance and personal message for recipient to us, for delivery to any address in Great Britain (excluding Eire).

CARNATIONS ARE AVAILABLE THROUGHOUT THE YEAR

ROSES from April until December

SPRING FLOWERS from mid-December until mid-March

FREESIAS (Mixed Colours) from October 1st until March 31st

CAROL & GARNETTE (Miniature Roses) from May until October

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices — more blooms are sent for the same price during July and August, and a lesser number during December owing to seasonal scarcity.

TO POST ROSES N.N.
WALTHAM CROSS, HERTS, ENGLAND DECEMBER, 1969
Please send CARNATIONS/ROSES/SPRING FLOWERS/FREESIAS
CAROL & GARNETTE to:

Name

Address

to arrive on

Cheque/P.O. enclosed for

(All Bank Transfer Charges to Drawer's Account)

My name and address

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

GOING HOME?

Let our cars meet you at R.A.F. Brize Norton and take you direct to your door. Luxury cars, ample luggage space.

Estimates gladly given — Bookings promptly confirmed

DON'T DELAY — WRITE TODAY

To: **Greenacre Taxi Service**

GREENACRE, THE CRESCENT, CARTERTON

OXFORDSHIRE, ENGLAND

Phone Carterton 305

OX8 3SG

COLLYER SMITH & Co. Ltd.

INCORPORATED LIFE ASSURANCE BROKERS

INCORPORATED INSURANCE BROKERS

MORTGAGE BROKERS

(Members of Services Insurance Brokers Association)

TELEPHONE (3 lines)
FAREHAM 2211/2212/2213

219 WEST STREET
FAREHAM, HANTS

All classes of Life and Endowment Assurances,
Motor and all General Insurances, Building
Society and Endowment Mortgages, Building
Society Investments and Unit Trust/Life
Assurance arranged

All professional advice and services are

FREE OF CHARGE

All enquiries receive the personal attention
of a principal

Get the big picture

in home, ship, barracks or club



Matching legs free.
Minimum rental period 12 months.

Enjoy your favourite TV programmes even more on this new luxury Baird model. The 20" screen gives a bigger, brighter picture right out to the corners on BBC1, ITV, and BBC2 if available in your area.

Simple programme selector. Easy push-button UHF selection, all ready for when BBC1 and ITV come out soon on 625 lines High Definition Standard.

£24.19.0 down. (Equals just 9/8 a week.) No more to pay for a full year. Then you can pay monthly. Or annually and continue to enjoy a generous discount.

It pays to rent from number one in colour and black-and-white TV. You get top-grade sets. Money-saving terms. Reliable service from 7,000 properly-trained staff. And outstandingly better reception in areas served by wired relay or communal aerials. Aerials supplied at economic rates.

Service clubs and institutions are invited to ask for details of our group-viewing sets—built to official specifications. Or we will install wired service for you.

Contract rates available for multiple set installations.

Ask for a quotation now.

Call in at your local Radio Rentals branch (see telephone directory for address).

Change to No.1. The Reliable One

Radio Rentals

CORUNNA SAILS IN ON MARINES' BIG DAY

The old "Battle" Class destroyer whose name commemorates one historic conflict steamed proudly into Flushing Harbour to play her part in commemorating another.

Taken out of reserve for the occasion, and nearly as old as the event she was there to recall, H.M.S. Corunna, 2,780 tons, commanded by Lieut.-Cdr. D. C. Shaw, had come to disembark more than 500 Royal Marines and soldiers to take part in the 25th anniversary celebrations of the assault on Walcheren Island.

At Westkapelle on November 1, 1944, three Royal Marine Commandos, 41, 47 and 48, formed the main strike force of a successful seaborne attack.

There, 25 years later, Operation Silver Lion — so named because the Arms of the Province of Zeeland depict a lion rising from the sea, symbolizing the reclamation of land — began with a wreath-laying ceremony.

COMMANDER REVISITS

Among those there to remember the battle was Brigadier B. W. Leicester, who commanded the Special Service Brigade during the assault.

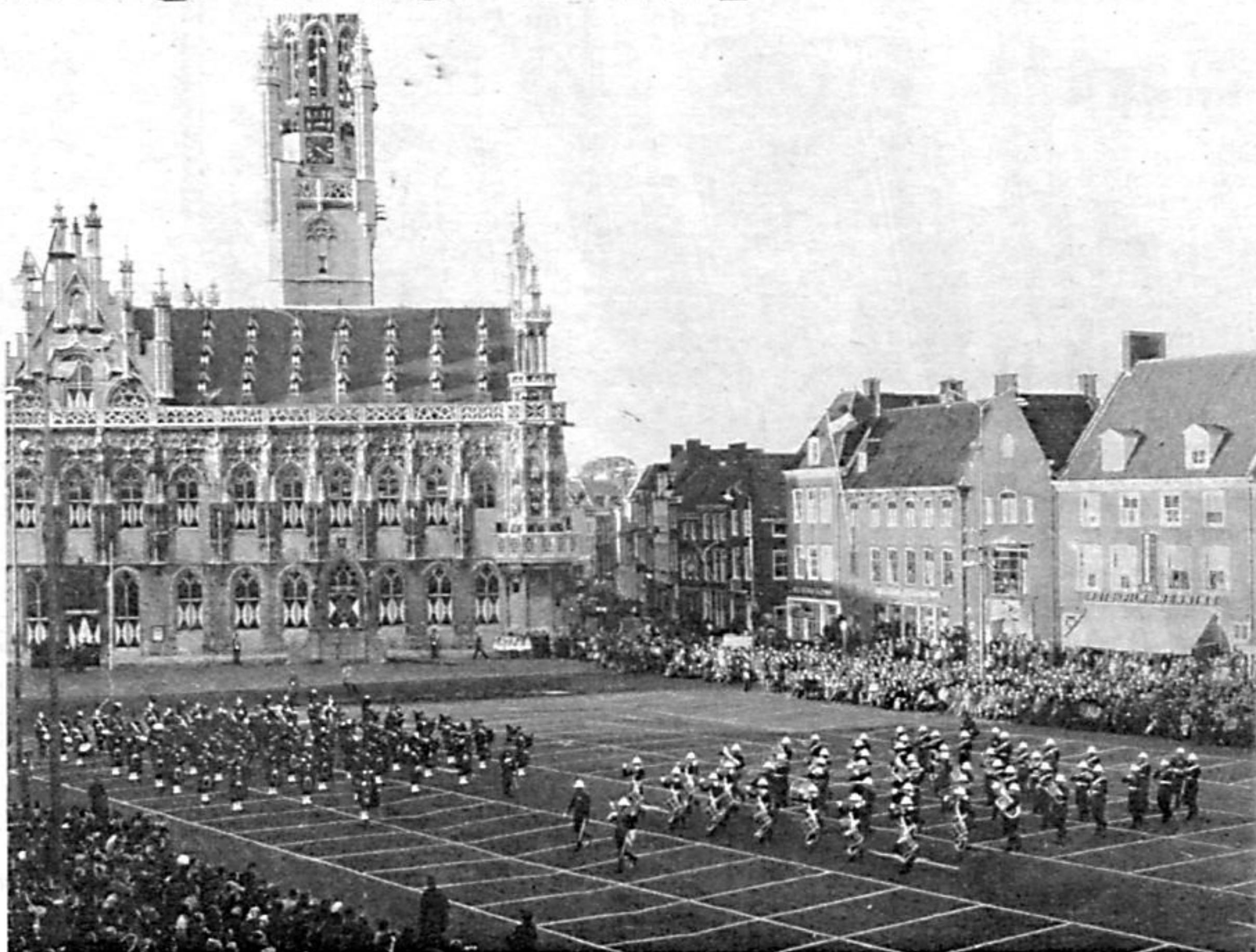
Other commemorative ceremonies took place at Flushing and Middleburg in the presence of Queen Juliana.

It all ended with the Royal Marine Band and the pipe band of the King's Own and Scottish Borderers beating Retreat, which delighted the crowds of Dutch onlookers in Middleburg's market square.

Back in 1944, an essential preliminary to the crossing of the Rhine was to open up the Port of Antwerp and shorten lines of communication which then stretched to the shores of Normandy.

Although Antwerp was already in Allied hands, it could not be used while the Germans maintained positions on Walcheren at the mouth of the Scheldt estuary.

At about the end of September, 1944, Commandos of 4 Special Service Brigade (subsequently renamed 4 Commando Brigade), and others, were briefed for operations in Walcheren and South Beveland, respectively.



It was then that a decision was made to breach the dykes of Walcheren by bombing, to flood the centre of the island and isolate the strong points and batteries on top of the dykes.

On October 3 the R.A.F. successfully breached the dyke at Westkapelle, and subsequently at Flushing, thus releasing fast tidal waters over the major part of the island.

Much to the delight of a huge crowd, the combined bands of the Royal Marines and the Pipes and Drums of the 52nd Lowland Division beat Retreat before Middleburg Town Hall in the presence of Queen Juliana of the Netherlands, on the 25th anniversary of the liberation of Walcheren.

Boom trained qualification 'obsolescent'

The Admiralty Board has announced, with regret, that the BT specialist qualification must now be classed as obsolescent.

No BT courses have been run for over two years while the requirement for boom trained ratings has been under examination.

BT courses were stopped because there were more than enough men in the "branch" to meet all the tasks, and it was known that the tasks would get fewer in future.

The most recent examination in the light of recent policy decisions, showed that the number of men required would not support a workable specialist qualification with adequate career prospects, particularly after the "left-arm, right-arm" link brought in by DCI 899/68.

LATEST DCI

The regulations governing the future of BT ratings have been published in DCI 1351/69.

Chief petty officers BT1, can remain in their rate, as can petty officers BT who can be advanced to CPO in the ordinary course.

At the other end of the branch AB BT will have to change to another SQ if they wish to qualify for substantive advancement.

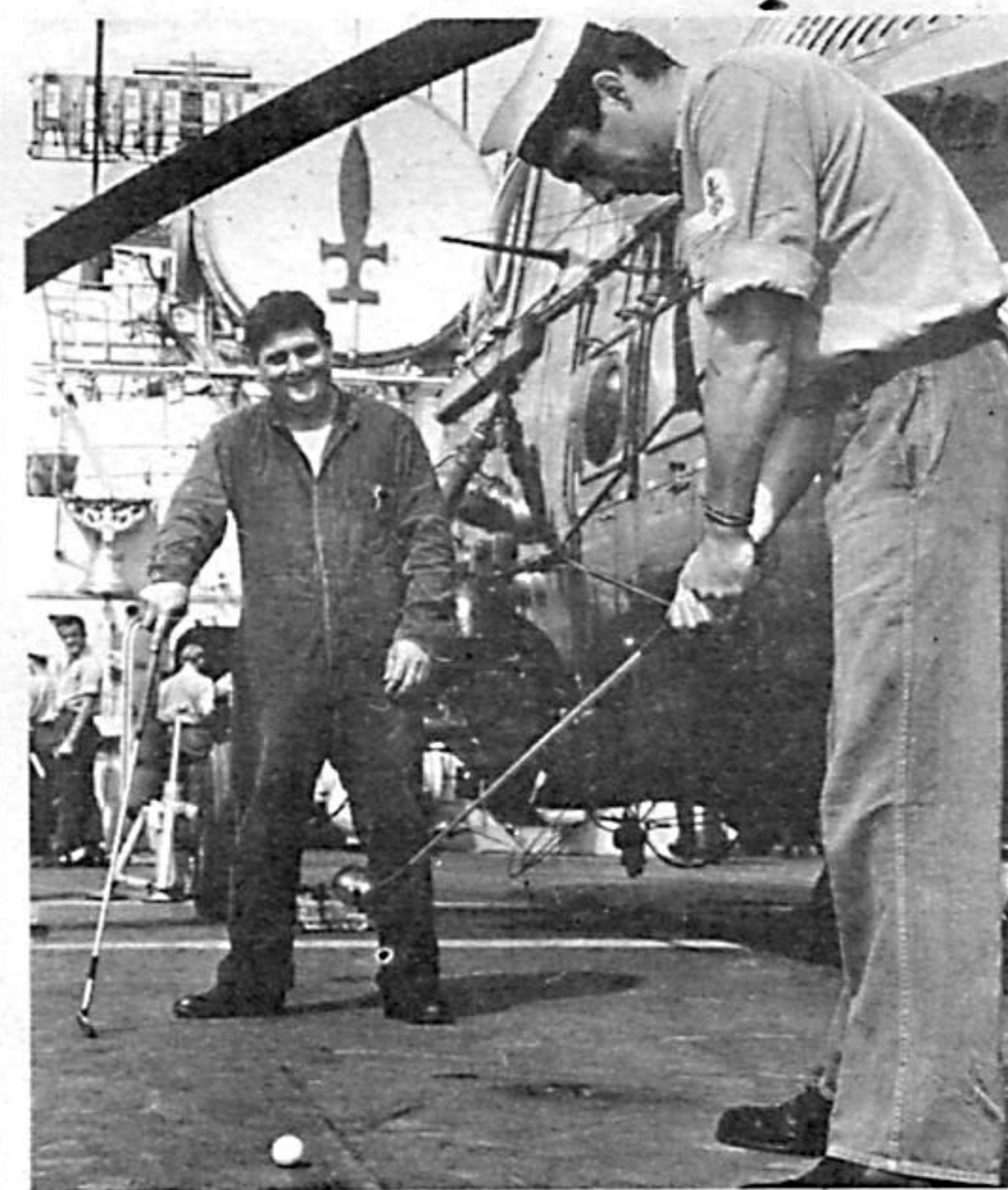
Between these limits the rules are similar to those for the whole seaman branch published in DCI 899/68, except that those for PO BT2 and L/S BT2 on the roster for PO are more favourable to the man.

'MISSILES' NOT SO WELL GUIDED

Backed by naval bombardment, the Royal Marines gallantly manoeuvred many of the support landing craft with the guns inshore under heavy enemy fire.

Of the 26 craft only six remained fit for action, and the Marines suffered heavy casualties.

The Port of Antwerp was then opened for shipping, and this helped to shorten the war appreciably in Europe.



Father Neptune must be wondering about the appearance of many golf balls in his kingdom since the guided missile destroyer H.M.S. London and the New Zealand ship Otago passed in company.

The two ships stationed themselves 200 yards apart to hold a golf match, the idea being to drive the ball across the intervening water into a strategically placed sheet.

The balls appeared to land anywhere but in the sheets, and the match was finally declared a draw when supplies ran out.

In the picture (left) Leading Seaman Arthur Houlsby is practising a swing on the flight deck of H.M.S. London, with Able Seaman Cross a critical viewer.

AMONG THE GIRLS

At Wellington, New Zealand, 28-year-old L.C.E.M. Stephen Williamson found himself among the girls — Maori girls in colourful costume (below).

H.M.S. London was taking part in the bicentenary celebrations of Captain Cook's first landing in New Zealand, and Stephen, who looks after the missile systems, was showing the girls around the ship.

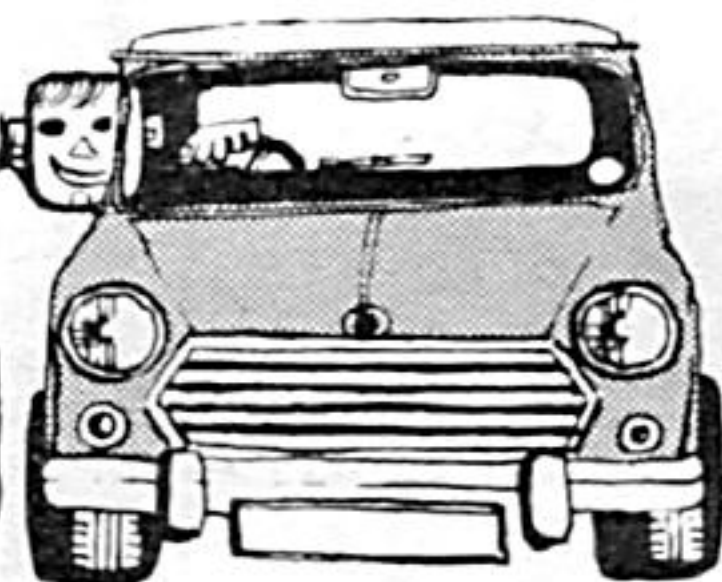
Stephen's wife Margaret lives at Gosport. They have a son Martin (seven), and daughter Theresa (ten months).



Psst!
Heard about Naafi's money-saving car or caravan **HP**?

It's great!

You can get big discounts on new cars when you buy through Naafi—with low **HP** charges



Naafi doesn't actually sell cars or caravans. Its part is to see that you pay as little as possible for yours. *This is how:*

Big discounts on new cars

Austin, Morris, Triumph, Rover 15% discount

if you are being posted abroad or moving from one overseas country to another

7½% — 12½% discount on most popular British cars bought in the UK for UK or overseas use with full dealer services including delivery where you wish (e.g. to meet you at the airport if you are returning from overseas).

Low HP charges without strings such as annual subscriptions.

Other Naafi advantages: free personal insurance ☐ deposit saving to build up a deposit for a future purchase ☐ insurance cover at reasonable cost and prompt cover if you are posted ☐ insurance cover against three-quarters of your liability to purchase tax and import duty if prematurely repatriated from overseas.

For biggest savings on car or caravan **HP** complete the coupon and send it today

Car Sales Manager, Naafi, London SE 11
Please send me details of Naafi HP facilities without obligation. I am interested in

NAME _____
(block letters)
ADDRESS _____
(block letters)

- ☐ New car for use in _____ (state country)
☐ New touring caravan
☐ Used car
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

Post
this
today

Delightful Pup

ROYAL NAVY'S
AIRCRAFT—No. 23

GAVE VALUABLE WAR SERVICE

The Sopwith Pup, officially known as the Scout, first underwent trials with Naval 'A' Squadron at Farnes in May 1916. By September it was in squadron service with the R.N.A.S., fully three months before the R.F.C. went into action with the Pups.

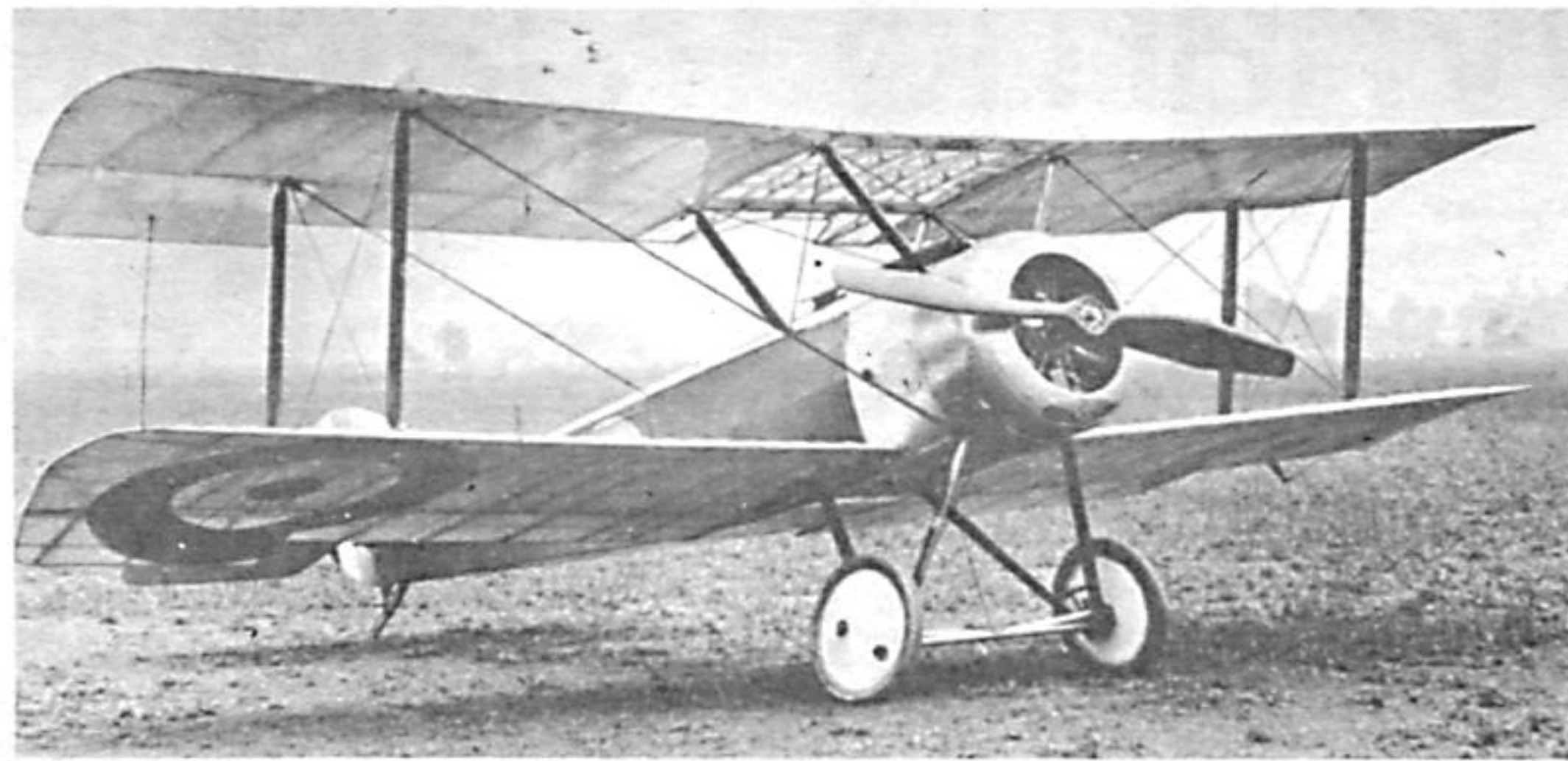
It was a delightful aeroplane to fly and at once proved itself more than a match for its German contemporaries. It maintained its ascendancy until about the middle of 1917, when it was succeeded by the Sopwith Camel on the Western Front.

It was remarkably manoeuvrable and could maintain height better than any Allied or German aircraft of its day.

R.N.A.S. Pups first entered service in quantity with No. 1 Wing and in 1916 claimed their first victim when Flt/Lt. S. J. Goble shot down an L.V.G. two-seater in September.

At about this period, the R.F.C. which had suffered heavy losses during the Battle of the Somme, were reinforced by No. 8 (Naval) Squadron, which was formed for this purpose. Formed originally with a mixture of aircraft types, they later standardised with the Pup. During the three months this squadron operated with the R.F.C. they accounted for 27 enemy aircraft.

No. 3 (Naval) Squadron relieved No. 8 (Naval) in February 1917, and by July, when they were re-equipped with the Sopwith Camel, had shot



The Sopwith Pup — a famous plane from the past.

down no fewer than 80 enemy aircraft. Such was their renown that the enemy frequently avoided combat with them.

Meanwhile, another R.N.A.S. unit, No. 4 (Naval) Squadron at Bray Dunes, while engaged in offensive patrol and escort duties, succeeded in shooting down five Albatros Scouts in a dog-fight with no losses to themselves.

The brilliance of the Pup's fighting record over the Western Front tends to overshadow its other activities, particularly the part it played in the

development of deck-flying in the R.N.A.S.

At the beginning of 1916 it was decided to replace the sea-planes then in service aboard sea-plane carriers by the Sopwith Pups, which proved capable of taking-off the short flying-off decks fitted to these ships. Once airborne, these aircraft would not be able to land back on board the ship and would either make for the nearest shore-base or alight in the sea alongside the ship. To enable the Pup to stay afloat floatation bags were fitted to the lower wings.

Having successfully established itself in this role, the Pup was then used to initiate two

further developments in naval aviation — the take-off from short platforms mounted on the gun turrets of warships and the successful landing on the deck of an aircraft carrier.

The first feat was achieved by Flt/Comdr F. J. Rutland, who succeeded in flying a Pup from a 20-ft. platform on the light cruiser H.M.S. Yarmouth in June 1917. The second was achieved on August 2, 1917 when Sqd./Comdr. E. H. Dunning manoeuvred his Pup down the side of H.M.S. Furious, around the superstructure on to the fore deck of the ship, where willing hands were waiting to assist him on to the 228-ft. flight deck mounted forward. Sad to relate, this great pioneer was killed a few days later when attempting a third landing.

Both these experiments led to the wider operational use of the Pup — it was eventually fitted to nearly all battleships and cruisers. The value of the scheme was confirmed on August 21, 1919, when Flt/Lt B. A. Smart took off from H.M.S. Yarmouth and shot down the Zeppelin L23 in flames.

By this time it was clear that the real future of naval aviation lay with the aircraft carrier proper, and work went ahead to provide an after landing on deck in H.M.S. Furious.

Meanwhile, the Pups were experimenting at the Isle of Grain with deck arrestor gear. Early experiments were made with a deck arrestor hook fitted to the aircraft which engaged in transverse wires. This was not considered successful and when Pups joined the newly converted Furious in 1918, their wheeled undercarriage was replaced by skids fitted with hooks which engaged in the fore and aft arrestor wires. The fore and aft wires persisted until finally abandoned in the mid-1920s.

The Pup was still giving valuable service up to the end of the war and continued in the training role for some time afterwards.

PHOTO POSTCARDS

Photo postcards of the aircraft above and others of this series are obtainable from 'Navy News,' Dept. PC, RN Barracks, Portsmouth, price 1s. each (including postage) stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 'Navy News' postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraider, Fairey III F and Sea Hawk.

'SAPPERS' BUSY ON CORAL ISLE

While a party of would-be sappers from H.M.S. Galatea was busy repairing a landing stage for the people of the Farquhar Islands in the Indian Ocean, the scene was being recorded by an accomplished artist — their commanding officer.

When the "sappers" went ashore so did Capt. R. D. Macdonald, Captain D of the First Destroyer Squadron, and as they worked on the jetty he sketched the picture (above left), on the back of a chart.

With beautiful palm-fringed

beaches, the Farquhar group of small coral islands south of the Seychelles form a popular banyan spot for ships on their way to Singapore after their stint on the Beira Patrol.

Technical

Description: Single-seat fighting scout for shore-based or shipboard duties.

Manufacturers: Sopwith Aviation Co., Ltd. & Wm. Beardmore & Co. Ltd.

Power plant: One 80 h.p. Le Rhone.

Dimensions: Span, 26ft. 6in. Length, 19ft. 3½in. Height, 9ft. 5in.

Weights: Empty, 787lb. Loaded, 1,225lb.

Performance: Maximum speed, 112 m.p.h. at sea level. Climb, 2 mins. to 2,000ft., 14mins. to 10,000ft., 35 mins. to 16,100ft. Endurance, 3 hrs. Service ceiling, 17,500ft.

Armament: One fixed, synchronised Vickers machine-gun forward was standard on Pups used over the Western Front. Those flown from ships had a single Lewis machine-gun or eight Le Prieur rockets mounted on the interplane struts, or both.



1st & 2nd MORTGAGES

CONTACT

G. D. WHITE & Co. Ltd.

INSURANCE BROKERS AND MORTGAGE CONSULTANTS

244 London Road
Portsmouth, Hants

Telephone 62502/62539

AGENTS FOR PORTMAN BUILDING SOCIETY

Also at

4b Kings Road
Cowplain, Hants

Telephone Waterlooville 51191/2

WOOLWICH EQUITABLE BUILDING SOCIETY

100% FOR QUALIFIED MEMBERS OF PROFESSIONS, WIFE'S INCOME TAKEN INTO ACCOUNT

95% ALL OTHERS: WIFE'S INCOME TAKEN INTO ACCOUNT. NO REGISTRATION FEE

All advice given FREE and without obligation. For details of the method you should arrange your mortgage and for maximum advantage obtainable complete the following questionnaire:

PRIVATE AND CONFIDENTIAL

Full Name	Age
Address	Wife's Age
Occupation	Wife's Occupation
Number and Age of Children	
Basic Income before deductions	
Overtime, Bonus, Wife's other Income	
Qualifications (if any)	
Property to be Mortgaged	
Purchase Price	Mortgage required
Age of Property	Freehold/Leasehold
Type of Property	Detached/Semi/Terraced/House/Bungalow
Bedrooms	Reception rooms
	Bathroom
	Garage/Space

Commonwealth co-operation

Twenty-five British, Australian, New Zealand and Canadian warships began a 12-day exercise off the New South Wales coast early in November designed to test the strategic efficiency of Commonwealth navies.

Royal Navy ships involved were H.M.S. London, the frigates Galatea, Rothesay and Yarmouth, the submarine Rorqual, and the fleet auxiliaries Stromness and Tidereach.

Duty-free agreement

By agreement with the Customs and Excise, ratings proceeding ashore from H.M. ships for temporary duty not involving temporary draft to a shore establishment (e.g. for exped training) may land the quantities of duty-free tobacco shown in BR 1990, Article 0531. They must be in possession of Form S 543 with a suitable endorsement showing the length of temporary duty.

Now join the Navy for 4 years.

If you're 18 or over you can now join the Navy for just 4 years, as a Seaman or Electrical Mechanic.

Send for full details.

Join the action.



Name
Address
Date of birth

(Enquiries from U.K. residents only)
Royal Naval Careers Service (NNS), Old Admiralty Bldg., Whitehall, London, S.W.1. Please send me, without obligation, the free booklet on Royal Navy Careers with special reference to the Seamen and Electrical Branches.

RN
ROYAL NAVY



CHRISTMAS READING ABOUT THE SEA



Add a strong dash of super-efficient G.I. to any manly mixture in the Royal Navy and there is a personality not to be lightly disregarded. When the same mixture also includes vision, lucidity, deep passions, limitless ambition, courage and brashness — not to mention a way with women — the total adds to a man of history.

Such a figure was Jackie Fisher, whose authorized biography by Richard Hough (George Allen and Unwin Ltd., price 75s.) is now published under the title *First Sea Lord*.

"It is fitting," claim the publishers, "that this important, revealing, and often deeply-moving biography should appear shortly before the 50th anniversary of Fisher's death, and at a time when, once again, the protective power of Britain's navy is being fatally threatened."

The author is already an established figure in maritime writing, with the opportunity to

In 1881 Jackie Fisher was appointed to command H.M.S. *Inflexible*, the Royal Navy's biggest warship.

Photo: Imperial War Museum

draw upon the official biography and other published work on Admiral Fisher, but he has pursued his researches into hitherto unused material, including family papers and correspondence.

Jackie Fisher spanned naval history from Trafalgar to modern times with a remarkable foresightedness. Many of his views, 50 years after his death, have an application to naval problems of today.

Fisher knew all the answers. A bellicose showman and self-advertiser, he wouldn't even die when he should have done.

Seriously ill while captain of the *Inflexible*, he was carried aboard ship at Malta to return to England, and in a brief moment of consciousness heard a doctor say, "He'll never reach Gibraltar."

"And then and there," wrote Fisher, "I determined I would live."

And live he did, with a lust for work and "efficiency, efficiency, efficiency" which produced round his presence a cold blast into every corner he penetrated.

Anyone who has been left

slightly gasping by a work-up at Portland will be interested to hear what it was like with Jackie Fisher coming aboard.

Taking over a brand-new ship, the cruiser *Northampton* — the last word at her time and full of innovations in her equipment — he proceeded for a week's cruise in the Channel.

Wrote a junior officer: "The amount of work put into that week was prodigious: steam trials under steam alone, trials under steam and sail, trials under sail alone, tacking, wearing, making and shortening sail, gun trials, general quarters, night quarters, searchlight tests, and

frequent coaling ship."

Once again, says the author, Fisher threw himself with almost frenzied industry into the new task, and probably no man-of-war before or since has "worked-up" with such speed.

This unpredictable, ruthless driver was certainly not without his enemies, and might have been expected to be hated by all. But perhaps Fisher had one more answer which tends to be forgotten today.

"Fisher's arrival," wrote a midshipman, "caused something like consternation in the ship, for his reputation as a strict disciplinarian was well-known. The

state of the ship was undoubtedly slack . . ."

Fisher got cracking. He fell in the officers and crew and promised them "hell for three months" — and hell for another three if they failed to reach his standard.

Feelings among the officers was "mixed." There was nothing mixed about the men. "The reaction of the lower deck was magnificent, even idolatrous."

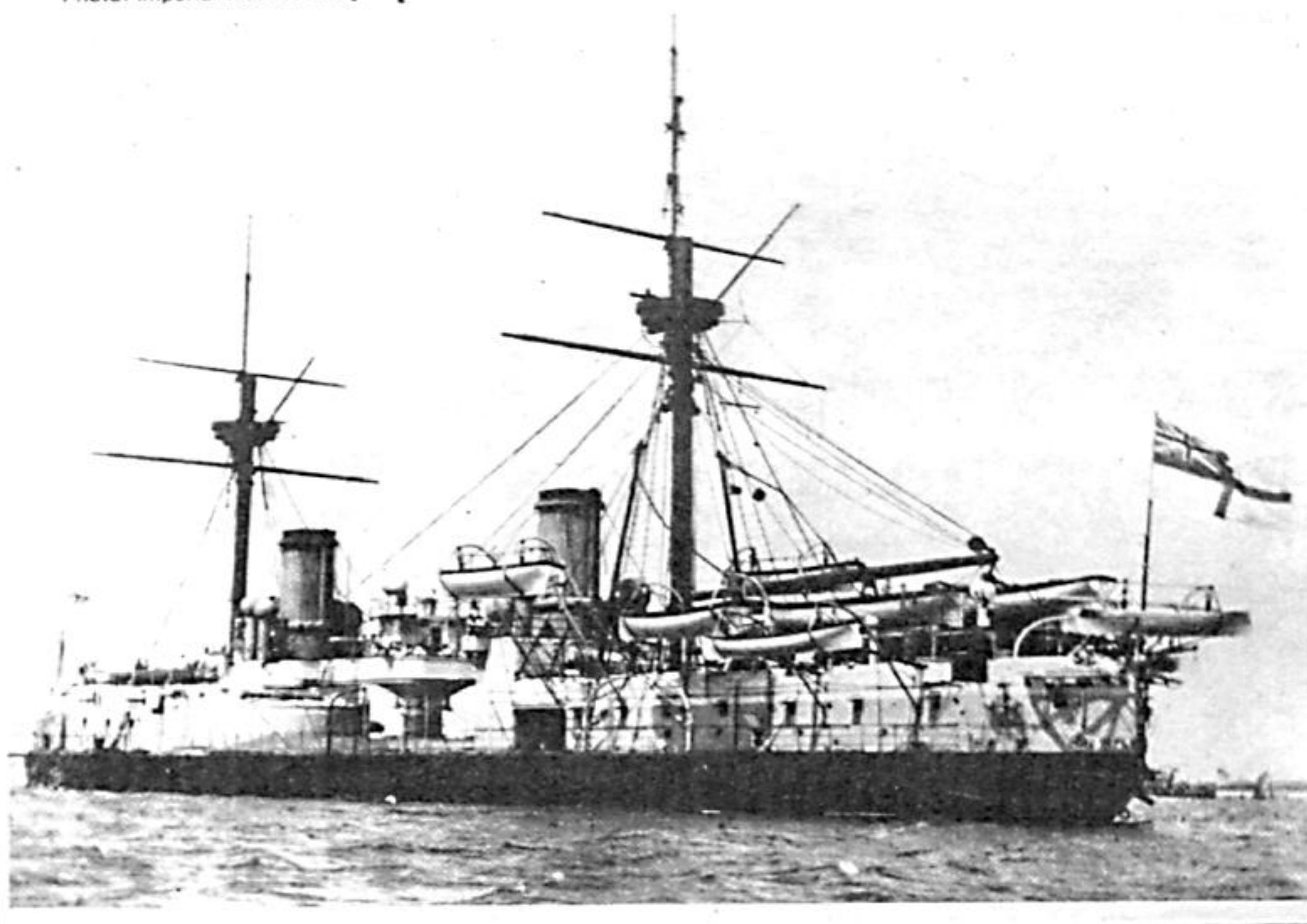
When he was carried away from the *Inflexible* a letter from the lower deck said: "We trust shortly to see you again among us, and at the end may you receive your share of rewards and laurels, and your ship's company will then feel proud and prouder than if it was bestowed upon themselves."

Leadership

What a reflection upon life today. With a purposeful existence and leadership, young people will accept the most ruthless discipline when there is a pride in which they can share.

"First Sea Lord" brings no revolutionary theories or assessments on the character of the redoubtable Jackie: rather it serves to underline and humanize this remarkable character, who "dominated the Navy as it has never been dominated by any single individual."

A human dynamo — Jackie Fisher



Daily tot might discourage this kind of 'rapture'

The Royal Navy's daily tot possesses a virtue unknown to most people — even to those who drink it.

Divers are prone to what the French call "rapture of the deeps" ("rarks" to the unromantic English), but the British naval specimen, judged by reports from abroad, is peculiarly resistant to this form of revelling.

The suggested causes are "exposure to the daily tot of rum and disciplined behaviour in front of the officer of the watch

after evenings ashore in Portsmouth."

The reader might not expect to gain this sort of fact from so learned a book as "Under-Water Medicine," by Surg. Rear-Admiral Stanley Miles (Staples Press, price 75s.), but the highly-professional volume not only has an occasional smile but even a giggle.

As might be expected, a pressure chamber at the Royal Naval Physiological Laboratory at Alverstoke is affectionately known as "the pot," and on one occasion (the author records) a telephone call for him could not be accepted because, as the confused operator put it, "Dr. Miles is in the chamber pot."

This is the third edition of what has become a standard work on this subject, and Dr. Miles has rewritten much of the text and added a new chapter on "Saturation Diving."

As well as its value professionally, "Under-Water Medicine" will interest all who have become involved in the remarkable impetus which underwater development has received in recent years.

This exciting form of exploration has many dangers, even for the expert, and Dr. Miles's researches give the guidance by which health and well-being may be safeguarded.

"Task Force 57" available

Owing to a misunderstanding, the review of "Task Force 57" in the November issue of Navy News stated that the book would not be available until the New Year. This was incorrect. The book is now on sale.

In lighter vein

Still about boats but in lighter vein is *Sailing with Esau* by Norman Hinton (William Blackwood and Sons Ltd., price 30s.).

Through the pages of Blackwood's Magazine a rumbustious and hirsute vice-admiral, nicknamed Esau to shield the guilty, has been a well-known and popular character, and here is a whole bookful of the brass-hat's hilarious doings.

Anyone who has ever ventured upon the waters knows that "everything happens at sea," and it makes a change to read about the alarms and excursions of the other chaps!

Exploits of a destroyer thrilled a nation

A name known to every adult who lived through the Second World War, either in the armed forces or on the home front, is revived in *The Kelly* (William Kimber and Co., Ltd., price 12s. 6d.).

This is the story by Kenneth Poolman of the famous destroyer whose exploits thrilled the nation in the grim early days of war, when there was little to expect but "blood, sweat, and tears."

The publicity which followed the ship's activities was due to the dashing commanding officer, now Admiral the Earl Mountbatten of Burma, who in a foreword

PLENTY FOR THE SAIL ENTHUSIASTS

The first ancient man to discover that a couple of stretched skins and wind power would propel his dug-out canoe would be vastly astonished could he view the scene today, and the apparently insatiable interest in this form of propulsion is well fed by authors and publishers.

A world of do-it-yourself has also sustained and deepened the interest in actual construction.

The true enthusiast will find himself absorbed in *Sailing Ships* (George Allen and Unwin Ltd., price 35s.) in which the author Bjorn Landstrom has produced a revise of his 1961 book "The Ship" but limited its scope to vessels of the Western world.

It is almost worth the money for the lovely colour illustrations showing the detail of construction and rigging throughout the ages. The book is highly technical — a painstaking "bible" for the interested.

Going foreign

Another Edward Delmar-Morgan book has been produced to meet the needs of small-boat sailors who never properly "prove themselves" until they have sighted foreign shores — even if no farther away than across the Channel.

Like his previous volume, this new one, *Normandy Harbours and Pilotage* (Adlard Coles Ltd., price 50s.) is specially designed to supplement normal navigational aids. Having worked out everything on the chart, the sailor can match his landfall with a photograph in the book, thus

removing what can often be a nightmare of uncertainty.

Guided in by an expert navigator, the sailor will then find from the book the essential facts he must know about berthing and assistance of all kinds — as well as a potted history to give meaning to it all.

Anyone thinking of cruising along this popular coast can do so without the book. But he will be a lot happier with it!

Host of facts

Still on the sea, but this time about all kind of vessels *Ships* by Frank Knight (Ernest Benn Ltd., price 18s.) is beautifully produced with a superb collection of photographs — many in colour.

Rather pretentious to describe the volume as a "history," but for the younger reader especially it has culled from over the centuries a host of facts presented with a good whiff of adventure.

It is also bang up to date, with hovercraft, hydrofoils, and nuclear submarines.

The great ships

Modern Tall Ship Races are an indication of the big sailing vessels still with us, and there must be many a treasured scrapbook of cuttings about them.

One collector who went rather farther than most was Otmar Schaeffelen, and as information swelled his personal records it became obvious that a documentary was in the making.

It is now published by Adlard



Lord Mountbatten

Coles Ltd., and although the price of £5 may seem high, it has to be remembered that this is an encyclopaedia which deserves a place in every sailing club library and upon bookshelves wherever sailing folk foregather.

The book, *Great Sailing Ships*, has gathered in the last of the brief great age of sail. All the remaining 150 of them from 28 different countries are listed with full particulars and splendid pictures.

A brief "dip into and browse" soon becomes an absorption, and for those whose interest goes beyond their technical knowledge, the book contains an excellent illustrated introductory section, as well as a glossary of the more obscure terms used.

Perhaps the book may help to focus the undoubted interest at all levels towards a more determined preservation of what we still possess of this romantic part of our history, and lend renewed inspiration to the efforts to build new sailing ships for the training of our youth.

Book reviews continued on Page 29

Tale of cat who 'joined the Navy'

A strong partiality towards cats will help the reader in enjoying *Cat Aboard the Victory*, by William O'Donoghue (William Kimber, price 25s.), but no doubt the interest would have to be there to encourage the purchase.

The author has a previous book on a similar theme, "Salt on Her Whiskers," and certainly gives proof of a keen perception and understanding of his pets.

The style is simple — even childish — and will probably have the greater appeal to the younger reader, giving not only the tale of the cat who "joined the Navy" but an insight into a naval dockyard and life aboard ship.

Foreword by
Admiral of the Fleet
LORD FRASER

TASK FORCE 57

The story of the Royal Navy's 'forgotten fleet' — The British Pacific Fleet which operated with American Forces to master the Kamikaze attacks and destroy Japan's sea-power.

55s.

WILLIAM KIMBER

'Dad's army' with Anson

"There's nothing new under the sun," so 'tis said, but Home Guards of the Second World War might be a little astonished to learn of the demands made upon an earlier force.

In 1688, when there was threat of invasion, it was necessary to have regular troops ready for field work. In order to relieve them from garrison duties, companies of Invalids were formed from pensioners at Chelsea Hospital.

When drafts were needed for the Invalid companies, outpatients were ordered to Chelsea by notices in the Press. Failure to report incurred the loss of pension.

In 1740, when Admiral Anson was at Portsmouth fitting out a squadron "to annoy the Spaniards" along the Pacific coast of South America, numerous delays occurred, including the difficulty in getting crews for his six ships and the troops promised in his orders.

To make good the deficiency he was told to receive 500 Invalids — old, mostly wounded, maimed or even blind. Eventually 259 arrived on board.

His feelings may well be imagined, but not the worst of his fears could have approached the happenings of a voyage in which Anson was to circumnavigate the world, under conditions which no one alive today can really appreciate.

Anson's feat of seamanship and his courage and determination against appalling odds, make this voyage one of the most outstanding in the history of the Royal Navy.

Three solid months were spent battling against violent gales to round Cape Horn — storms which destroyed the Spanish ships sent to intercept him.

Masts broke and were repaired, sails were endlessly being patched together, leaks sent crews manning the pumps until they fell dead of disease and exertion.

The condition of the Invalids may well be imagined, especially when dreaded scurvy began to kill off men like flies.

Success

In the case of the Gloucester, one of the ships in Anson's squadron, only 80 men — a quarter of the crew — survived to reach a rest anchorage, and only then with help from the admiral's ship Centurion.

But the voyage was eventually crowned with success when Anson captured a Spanish galleon laden with vast wealth.

He returned to England after three years and nine months with only 145 of the original men, more than 1,300 having died from disease and the hazards of the sea. Not one of "Dad's Army" returned.

Tribute to the remarkable trip and the famous sailor who accomplished it is paid in Anson's Voyage (G. Bell and Sons, Ltd., price 45s.).

From first-hand material, Leslie Wilcox has compiled a thrilling tale, an unusual feature of the book being the splendid illustrations by the author himself — well known as a marine artist.

To the student of naval affairs, or the general reader in search of real-life adventure, this is a book which can be strongly recommended.



MORE NEW BOOKS

The capture of Porto Bello, from the painting from Samuel Scott. This illustration is used in colour in "History of the Royal Navy" and shows the 70-gun flagship Burford.

History of the Navy

SEVEN EXPERTS' WORK

Bennett and Vice-Admiral B. B. Schofield.

As Lieut.-Cdr. Kemp explains, the subject presents a canvas on which the very limited paint must be thinly spread, but in presenting this picture on the broadest lines, opportunity has been taken here and there to describe events of particular interest.

Indeed the reader will find the

bones of history most interestingly and competently clothed, after prolonged research into original records.

Despite the enormous compression there is no impression of sketchiness.

Illustrations include 16 pages of colour and about 200 black and white photographs and maps, forming a handsome presentation volume in a striking dust-cover.

Rise and fall of a fleet

In the First World War Germany possessed a fine modern fleet. The vessels were well designed, strongly constructed and in every sense good fighting ships.

J. C. Taylor in German Warships of World War I (Ian Allan, 30s.) traces the rise — and fall — of the Imperial German Navy from the time when Admiral Alfred von Tirpitz became the Secretary of the Navy in 1897 and the Reichstag produced the first Navy Law in 1898 to the scuttling of so many German ships in 1919.

With over 125 excellent pictures, the book gives details of all the German ships — dimensions, armament, complement, etc. — together with the names of the builders, launching date and fate.



Anson — his voyage was an extraordinary feat of seamanship.

SOME COULD WALK!



A few of "Dad's Army" who sailed with Anson on his mission to "annoy the Spaniards" along the Pacific coast of South America.

HOUSES BY JANES

MINIMUM PRICES		
BEDFORDSHIRE	GLoucestershire	NORTHAMPTONSHIRE
LUTON £5,150	TEWKESBURY £3,950	BUGBROOKE £3,765
BEDFORD £3,960	HAMPSHIRE	EARLS BARTON £3,865
BUCKINGHAMSHIRE	ROMSEY £4,640	NOTTINGHAMSHIRE
AYLESBURY £8,380	HUNTINGDONSHIRE	WHATTON £5,400
CAMBRIDGESHIRE	ST IVES £3,325	SUFFOLK
BASSINGBOURNE £3,580	LITTLE PAXTON £3,490	BURY ST EDMUNDS £3,600
CHESHIRE	BRAMPTON £3,550	KEDDINGTON £3,770
SANDBACH £2,975	LEICESTERSHIRE	SUDBURY £4,055
CONGLETON £3,665	OADBY £4,080	SOMERSET
ESSEX	LINCOLNSHIRE	FROME £2,995
MALDON £3,900	LINCOLN £3,250	WILTSHIRE
	STAMFORD £2,925	WOOTTON BASSETT £3,675
	GRANTHAM £3,100	WINTERBOURNE £4,295

JANES EASIER PURCHASE PLAN

INCLUDES YOUR LEGAL FEES, MORTGAGE COSTS, ROAD CHARGES, FREEHOLD 10-YEAR STRUCTURAL GUARANTEE, FULL SPECIFICATION, ASSISTANCE FROM OUR FULL-TIME SALES STAFF

MAXIMUM MORTGAGES AVAILABLE

A comfortable home with only the deposit to pay before taking occupation

The
JANES
Group

H. C. JANES (HOMES)
LIMITED
STOPSLEY
LUTON, BEDS.
Tel. 31181



One-man mag gets praise from duke and earl

The Duke of Edinburgh and Earl Mountbatten are among the many people who have praised Lieut. Bert Heron, a vice-president of Portland branch, for his sterling efforts in one-man magazine production.

Lieut. Heron and his trusty typewriter are busy raising funds for Portland branch, and especially for old people, and the result is a magazine of which Portland is rather proud.

Not satisfied with his voluntary work of collecting material, writing and producing a monthly publication, Lieut. Heron typed a souvenir magazine which he sold to the coachloads of visitors arriving to see the Island of Portland — again charging only expenses and the cost of printing.

This year he has had the help of the branch treasurer, Shipmate "Busty" Barnes, and together they have hit the popularity jackpot with visitors.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

Head Office: 2 Lower Sloane Street, London, S.W.1.

"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Besides all this, busy Lieut. Heron, a former Asdic specialist, also writes a weekly column of memoirs for a local newspaper.

Bradford

Capt. I. G. Raikes, heading a "Know Your Navy" presentation team in over 40 cities and towns, was the chief guest at

Bradford branch's 34th annual dinner, and, praising the association's links with the Royal Navy, said it was the first time he had ever been "piped" into a dinner.

The branch president, Mr. J. Mortimer, said it was the largest ex-Servicemen's organization in the city.

The dinner, enjoyed by 106 shipmates and wives, was also attended by Bradford's Lord Mayor, Ald. Eddie Newby, and the Lady Mayoress.

Dereham

Although only a small branch, Dereham (Norfolk) members hold their heads high in a county known better for R.A.F. stations and Army training areas, and this is largely due to the encouragement of the branch chairman, Shipmate A. Moll (a founder member), and the work of the secretary, Shipmate L. Atterwell.

The annual dinner and dance in October at the Memorial Hall, Dereham, was a tremendous success attended by about 160 members, their wives and friends.

The principal guests were Admiral Sir Walter Couchman,



St. Helens branch scored a huge success with their entry in St. Helens Gala on "the crossing of the line."

It caused much laughter along the route, and gained second prize as the most witty float.

As our picture shows, it turned out wet for Shipmate Margaret Blatch, with the help of Shipmates Jim Lester and Eddie Power.

SOCA Dolphin fears allayed

H.M.S. Dolphin will continue to support a squadron of conventional submarines, and be the primary training establishment for future submariners, thus ensuring a meeting place for the Submarine Old Comrades' Association for many years to come.

This assurance was given to members of the association at their annual reunion dinner at H.M.S. Dolphin by Vice-Admiral Sir Michael Pollock, Flag Officer Submarines.

He spoke of the changes taking place within the Submarine Command, and of the formation of the second submarine squadron at Devonport to support the up and coming breed of nuclear powered Fleet submarines.

He added that this would not affect H.M.S. Dolphin. Travelling to their reunion from all parts of the country, the old comrades assembled on the parade ground where their president, Rear-Admiral Sir

Anthony "Gamp" Miers V.C., presented the efficiency shield on behalf of S.O.C.A. to Capt. S. W. Clayden, of H.M.S. Dolphin, who accepted it on behalf of the submarine Opossum which was away in Malta.

Antrim dinner

The Mid-Antrim branch held its 11th annual dinner on September 26, 95 being present.

Guests included Capt. A. S. Morton, the Senior Naval Officer, Northern Ireland, who replied to the toast to the Royal Navy and the Royal Naval Association.

Capt. Morton said he was impressed by the name of the headquarters — The Services Club, Ballymena. This was a place where all ex-Servicemen and women could get together — an integration which was rapidly taking place in all the three Services at the present time.

Treasure hunt

Newton Abbot branch's car treasure hunt on September 28 drew well over 100 members and friends.

The autumn season of social activities started with a buffet dance at Babbacombe, about 70 being present.

The branch, accompanied by the Royal Marines Association, held its Trafalgar Day service at St. Mary's Church, Abbotsbury, the church of its padre, the Rev. Peter Longridge.

Forty-eight members and friends were present at the third harvest supper organized by the ladies' section.

Their big day

"The day the sailors came to Macclesfield" — September 14 — was for the dedication of the standard of the local branch, and was an occasion, the like of which had seldom been seen before in the inland town.

After a year's work, the branch was well pleased with the response, and the representatives of the many branches of the R.N.A. and kindred associations, together with their standards, filled the church.

After the dedication, Capt. H. H. R. Moore, took the salute, in company with the branch guests, who included the mayor of Macclesfield, Ald. B. Capper.

Port Talbot

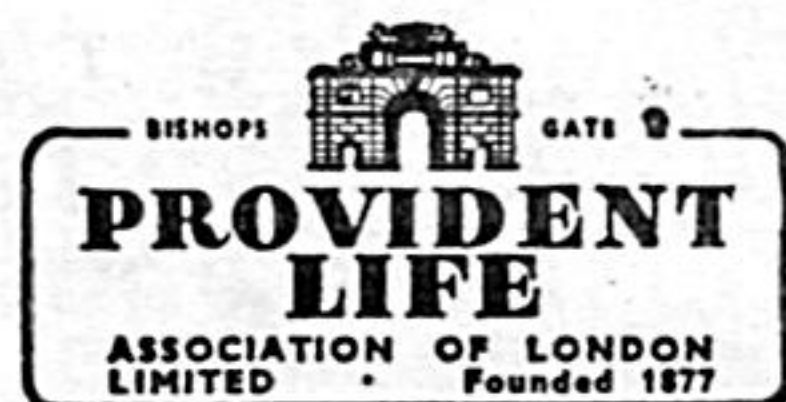
About 400 ex-sailors, wives and guests attended the Royal Naval Club's annual Trafalgar Ball at the Afan Lido, Port Talbot.

His savings are piling up—are yours?

A Provident Life progressive savings scheme and Life Assurance offers you at the age of 18 a cash payment of £969 when you leave the Navy after 22 years' service, plus Life cover for the family, for only £3 per month—or a pension of £195/12/- a year at 65—saving and security.

Period of service	Monthly allotment on banker's order	Family cover in the service	Pension on civil retirement
22 years	£3 per month	£969	£195/12 p.a.

*A with Profit Endowment Policy is the best hedge against inflation. A reversionary bonus of 70s. 0d. per cent, plus an additional bonus on claims during 1968 has just been declared and details will gladly be sent on application.



Fill in this coupon now—and send it off

To Provident Life Association of London Ltd.
246 Bishopsgate, London, E.C.2

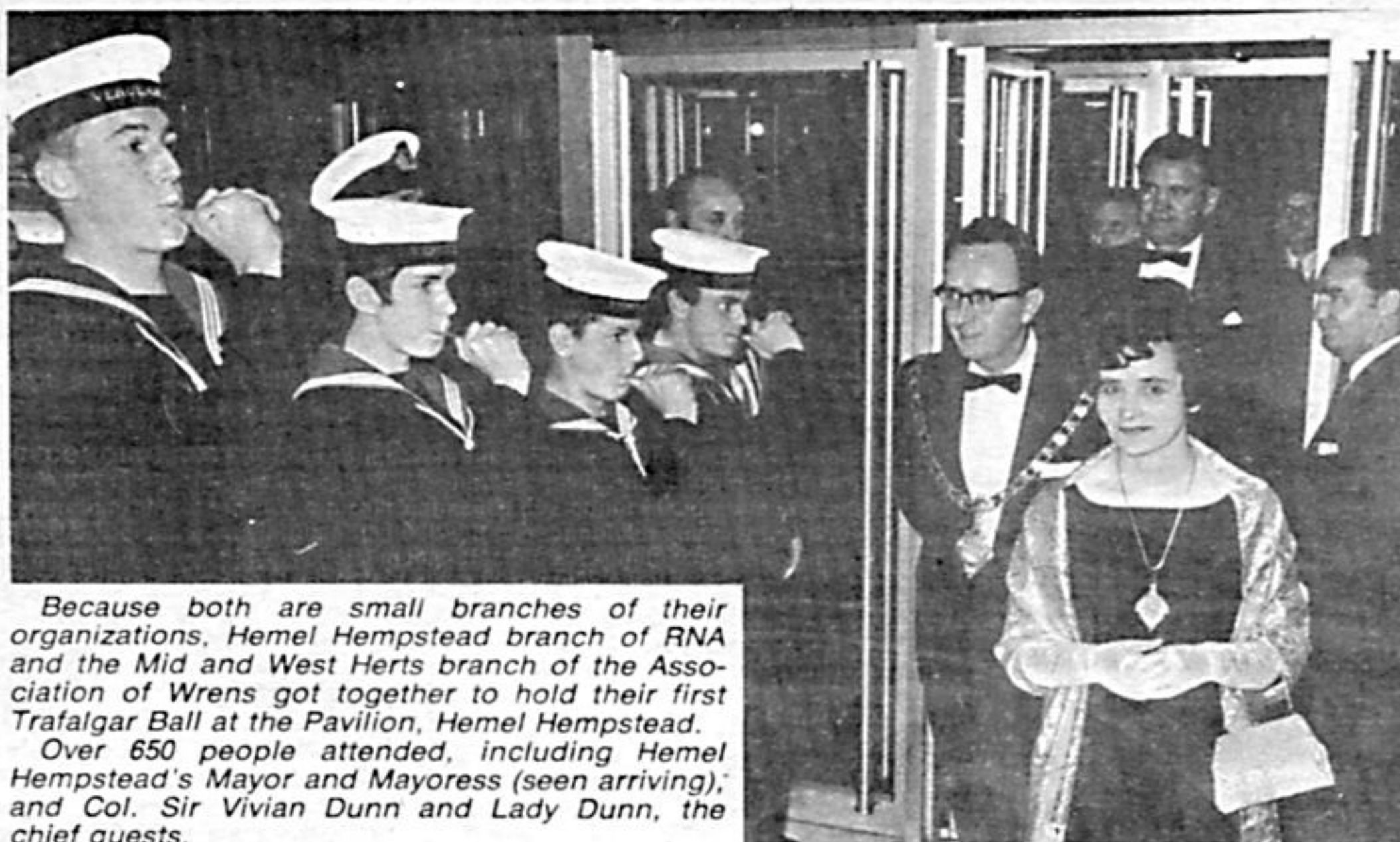
Name

Rank..... Age.....

Address

NN12/69

TRAFALGAR TOGETHERNESS



Because both are small branches of their organizations, Hemel Hempstead branch of RNA and the Mid and West Herts branch of the Association of Wrens got together to hold their first Trafalgar Ball at the Pavilion, Hemel Hempstead.

Over 650 people attended, including Hemel Hempstead's Mayor and Mayoress (seen arriving); and Col. Sir Vivian Dunn and Lady Dunn, the chief guests.

Ship's bell in church

In pride of place in a parade to St Mary's Church, Chesham, was the bell of the old 810-ton paddle mine-sweeper, H.M.S. Chesham.

The bell was given to the town when the old ship was broken up, and was on Chesham town arch for 30 years before being removed and cleaned up by R.N.A. branch members.

The bell will now remain in the church.

DORKING LOST NO TIME IN ENROLLING THE PARSON

When Dorking branch members held their annual church parade at the Parish Church they met, for the first time, the Rev. Cardale.

Since he spent 30 years in the Royal Navy, they lost no time in offering him a membership form which he was pleased to accept.

There to congratulate him was Shipmate Dick Giles, the national councillor for no. 2 area, and members from Chislehurst, Guildford and Horsham also attended.

There was a full house again for Dorking's annual dinner, and the branch standard was on

parade on Remembrance Sunday at the War Memorial.

Dorking plans its Christmas party for Saturday, December 13, when Chislehurst members will be the main visitors.

REUNIONS

Memorial service and reunion dinner and social next May 2nd, marks the 28th anniversary of the loss of H.M.S. Edinburgh in the Arctic in 1942. Details from the organizer, 15, Windsor Place, The Hoe, Plymouth, West Devon.

The next annual reunion dinner and dance of the Royal Naval Sick Berth Staff Retired Members' Association is to be held on Saturday, May 9, 1970.

RATES

RUN-ON per word: 6d. PUBLIC AND LEGAL 9d. per word. ENTERTAINMENTS, FUNCTIONS OR MEETINGS: 9D. PER WORD. Advertisers may have replies addressed to a box number. For this service and postage an extra charge of 1s. 6d. is made. The box will count as three words. MINIMUM RATE: 8s.

Send Copy and Monies to:
Advertisement Dept.
Navy News Office
Royal Naval Barracks
Portsmouth (Tel. 26040)

PERSONAL



A "GOOD COMPANION" or MARRIAGE partner can be YOURS - Which do you prefer?

"ASK" BARBARA WORTH'S BUREAU

(Good Companions)

Est. 1956

'to pilot you into a Harbour of Happiness or Marriage'

Send S.A.E. for Brochure:

P.O. Box 307, 139 Southwick Sq., Southwick, Brighton, Sussex (Tel. Southwick 3633)

For Integrity and Discretion

THE BLANE BUREAU

(Introductions & Matrimony)

Write: 6 St Andrews Road, Gosport.

THE SOUTHERN BUREAU arranges introductions for friendship and marriage. All ages. Everywhere. — 3/15, Eastern Villas Rd., Southsea, Hants. DUREX. Japanese, American, Continental goods at discount prices. Latest German Ripple/Swedish brands. Send for details of free dozen offer. — Premier, 388, Black Lion Street, Brighton.

SOMEWHERE, SOMEONE is looking for you! On our register? We can and will help you, it's our job! It's a very personal service and highly confidential. Act now! — Manchester Marriage Bureau, 24, Mosley Street, Manchester M2 3AY. Central 6719.

THE MARGARET MOODY MARRIAGE BUREAU, Dept. N, 1008, Anlaby High road, Kingston-upon-Hull, Yorks. The successful and efficient bureau in the North with a nation-wide clientele. Scrupulously confidential and discreet. Full details under plain cover on request.

INTRODUCTIONS arranged privately, view friendship, marriage. Clients all ages, everywhere. — Write for details, stating age, to Mayfair Introductions, Dept. 58, 60, Neal Street, London, W.C.2.

THE MARRIAGE BUREAU — HEATHER JENNER, 124, New Bond Street, W.1, 01-629 9634. Edinburgh 031 661 2699. Bristol OBR2 68441. Lancashire 0391 5 24005. Birmingham — Hereford 5276. Kent, Ham Street 255. Manchester 061-236 2321.

Mechanical Inspectors

There are immediate vacancies in our Radar Development Laboratories at Chessington which are particularly suitable for ex-service technicians with relevant training and background. Applicants should be capable of working within fine limits and familiar with drawings requiring a knowledge of trigonometry. Experience in the inspection of castings would be an advantage.

Attractive salaries, pensionable positions and good conditions of employment are offered. A canteen is provided, ample parking space is available and our sports club is located nearby.



Apply, quoting RDL/261 to:

Personnel Officer,
Decca Radar Limited,
9, Davis Road,
Chessington, Surrey.
Tel. 01-397 5281.

Instructors

BOAC has vacancies for Technical Instructors at the Technical Training Centre, Cranbank, London Airport, Heathrow, to cover a range of aeronautical engineering subjects required in the training of Pilots, Flight Engineers, and experienced aircraft Technicians of all trades.

After initial appointment, Instructors may apply for re-categorisation as Technical Training Officers who are graded according to demonstrated instructional ability and range of subjects.

Those with technical qualifications such as HNC or HND, Full Technological Certificate of membership by examination of S.L.A.E.T. will be preferred. Experience in instructing is desirable, though not essential for those with high qualifications and instructor potential; a period of training will be given to those without previous instructional experience.

Starting salary is in the scale £1592 to £1853 depending on experience and qualifications. Technical Training Officer grades are in the range £1757 to £2656; all include London Weighting.

There is an excellent contributory Pension Scheme, opportunities for holiday air travel, and a fine sports and social club.

Please send concise details of experience and qualifications to:-

Manager Selection Services (NN/209)

BOAC
PO Box 10
Hounslow
Middlesex



BOAC

MISCELLANEOUS

R.N. CAP RIBBONS & BADGES past and present. Send 4d. stamped addressed envelope for list. — Greenburgh Bros., Ltd., 81-82, Queen St., Portsmouth. Tel. 26331.

GURKHA KUKRIES



A rare and genuine speciality, as issued to the troops. Excellent gift item and a true international collector's piece. Curved polished blade with 2 skinning knives. Silver plated and decorated horn handle, lion's head, pommet, regimental badge mounted on strong and tooled black leather scabbard, very impressive, makes excellent wall display. Ideal decor for home, office, clubs, pubs, etc. A Gurkha won't give you one, we have some, at this very low price, 10/ 24/9, 13/ 34/6, 17/ 54/10, post free. Send only 94/6 for complete set of three while limited stock lasts. Overseas please add extra for p.p. (trade inquiries invited). T.G.O. Co. (Dept N.N.) 41 Thornhill Road, Coventry, CV1 4HS, England.

HOME TUNE ELECTRONIC ENGINE TUNING

YOUR OWN BUSINESS as part of National HOME TUNE fleet. You need mechanical or electrical ability. £1,250 and the will to succeed. We supply all equipment including new vehicle, latest electronic unit, help with raising capital, initial stock, training course and CONTINUOUS guidance to help you succeed. Earn up to £3,000 p.a. and more, starting full- or part-time. HOME TUNE-maximum opportunity with minimum risk. HOME TUNE (Dept. CAR) 26 Bridge St., Leatherhead, Surrey (A division of Sutton Industrial Marketing Ltd.)

Walker Bros. (Printers) Ltd.

PRINTERS & STATIONERS

RUBBER STAMP MANUFACTURERS

Basin Street, North End, Portsmouth, PO2 7LS, Hants

Phone: PORTSMOUTH 61273 (STD 0705)

EMBROIDERED BLAZER BADGES

in Wire or Silks, any design

WOVEN MOTIF CLUB TIES

a speciality

Hand-painted WALL PLAQUES

any Crest or Emblem 37/6, plus 1/6 postage

(to any U.K. address)

Illustrated Brochure Free

GREENBURGH BROS. LTD. Tel. 26331

81/82 QUEEN STREET - PORTSMOUTH

Excellent New Full Colour
Print of H.M.S. VICTORY
24in. x 18in., unframed, in tube.
10/6 inc. postage
Apply: C.O., H.M.S. Victory (Ship),
H.M. Dockyard, Portsmouth.

HOLIDAY ACCOMMODATION

HOLIDAY FLATLETS

Fully equipped flatlets

SOUTHSEA

Available all year round
FOR SHORT LETTINGS
Everything supplied except towels
No restrictions. Own keys.
Very suitable for honeymoons, holidays, and visits when husband's ship is in port, etc. Special off-season rates for Naval personnel and families

CURTIS, 70 Festing Grove
TEL. PORTSMOUTH 33581

WINTER HOLIDAYS. Architect - designed Bungalows. Excellent amenities. Open fire; electric central heating; television. Beautiful surroundings. Illustrated brochure.—Foresters, Dept. 6, Ashton, Helston, Cornwall.

SEA HAVEN GUEST HOUSE

13 HERBERT ROAD, SOUTHSEA
TELEPHONE: PORTSMOUTH 32481
Proprietress: Mrs. M. Thwaites

BED AND BREAKFAST
BED, BREAKFAST AND
EVENING MEAL

5 minutes from Sea and on Bus Routes

HYPNOSIS CAN HELP YOU!

DEVELOP CONFIDENCE/STOP SMOKING
IMPROVE PERSONALITY/
BETTER POWERS OF CONCENTRATION/
STOP BLUSHING, ETC.

Write for appointment

THE PROFESSIONAL HYPNOTHERAPISTS CENTRE,

P. J. MILLIN, PSYCHOLOGIST,

74z Amhurst Park, London, N.16, or phone 01 800 4045

ROYAL NAVY REMOVALS

We are based at Ilchester (H.M.S. Heron). Our vans travel the country. Write or ring for free estimate. Distance no object. Storage facilities available. Direct route guaranteed.
CHARLES FENABLES, RIVER COTTAGE
ILCHESTER, SOMERSET. RING 332



We can make up any required set of Miniature Medals. We have them for every campaign since 1900. They are not expensive. The set - 1939-45 Star/Atlantic Star/Defence Medal/War Medal costs only 45/- Send for quotations and tell us the medals you want. Ribbon bars either with pin at back or for sewing on to uniform 1/- per ribbon. Your own full-size medals mounted - 4/- per medal. Wire and silk Blazer Badges.

Enquiries with stamp to
ROBERT ANDREW LTD.
10 Manchester Street
Oldham, Lancs.

Are you leaving or moving your suitcases and boxes from Admiralty hiring or Married Quarters???

Then you need the
TAXIVAN SERVICE
Phone Portsmouth 63497

BUSINESSES FOR SALE

NEWSAGENCY, TOBACCONIST & STATIONERS in West Country yachting centre. Ideal, interesting and active retirement occupation providing good income with excellent potential. Modern accommodation. Run by ex-N.O. See anytime.—Full details Box No. 111, Navy News.

An unusual offer, well established NAVAL business for SALE

Seldom are there opportunities to acquire an interest in a Naval, Merchant Navy and Yachting outfitters, particularly when it is a going concern with manufacturing and retail outlets. This is the oldest such business in Australia. The opportunity has arisen solely because of ill-health of the proprietor, who is prepared to act as consultant or manager for a period.

Enquiries for purchase should be made primarily to the Managing Director,

Sinbad trading
Co. Pty. Ltd.
159 Spring Street
Melbourne, Victoria
3000, Australia

REMOVALS & STORAGE

COUNTRYWIDE SERVICE

Packing and Shipping



2 STUBBINGTON AVENUE
PORTSMOUTH
Telephone 63221

ALSO AT

SOUTHAMPTON, BOURNEMOUTH
WINCHESTER, LONDON

QUARANTINE

Twenty years' experience in looking after every aspect of importing dogs at competitive rates.

Kitcombe Kennels, Farringdon,
Near Alton, Hants. Tisted 232

In memoriam

Frank Rimington, AB, P/079065,
H.M.S. Drake, October 17.
William John Price, CPO, P/JX
155709, H.M.S. Victory, October 19.
Terry Simon Villis, NAM 1,
L/068388, H.M.S. Victory, October 21.
Ian Robert Fraser, M(E), P/074149,
H.M.S. Mohawk, October 22.
Frederick Richard Paltridge Usher,
A/CAA, L/F 943617, H.M.S. Blake,
October 26.
Zbigniew Klemens Skrodzki,
Lieut.(SL) (P), October 31.
Allen Thompson, Mech 1,
P/K979225, H.M.S. Sultan, November 8.
Albert James Pinner, CPO Ck(S),
P/MX 808001, H.M.S. Blake, November 12.

DISCOUNTS

10%-15%-20%
25%-33%
But off what?

ALL AT THE LOWEST
POSSIBLE PRICES
FREE ESTIMATES AND THEN
COMPARE OUR PRICES

LEADING MAKES FURNITURE CARPETS CURTAINS STRETCH -COVERS BLINDS

We offer:

- * A complete furnishing service
- * Large stocks for immediate delivery
- * Showrooms in most main cities
- * Contracts Division for Hotels, Offices, Clubs, etc.

Send for a free brochure and let us know your requirements.

CLIFTON CARPET & FURNISHING CO LTD

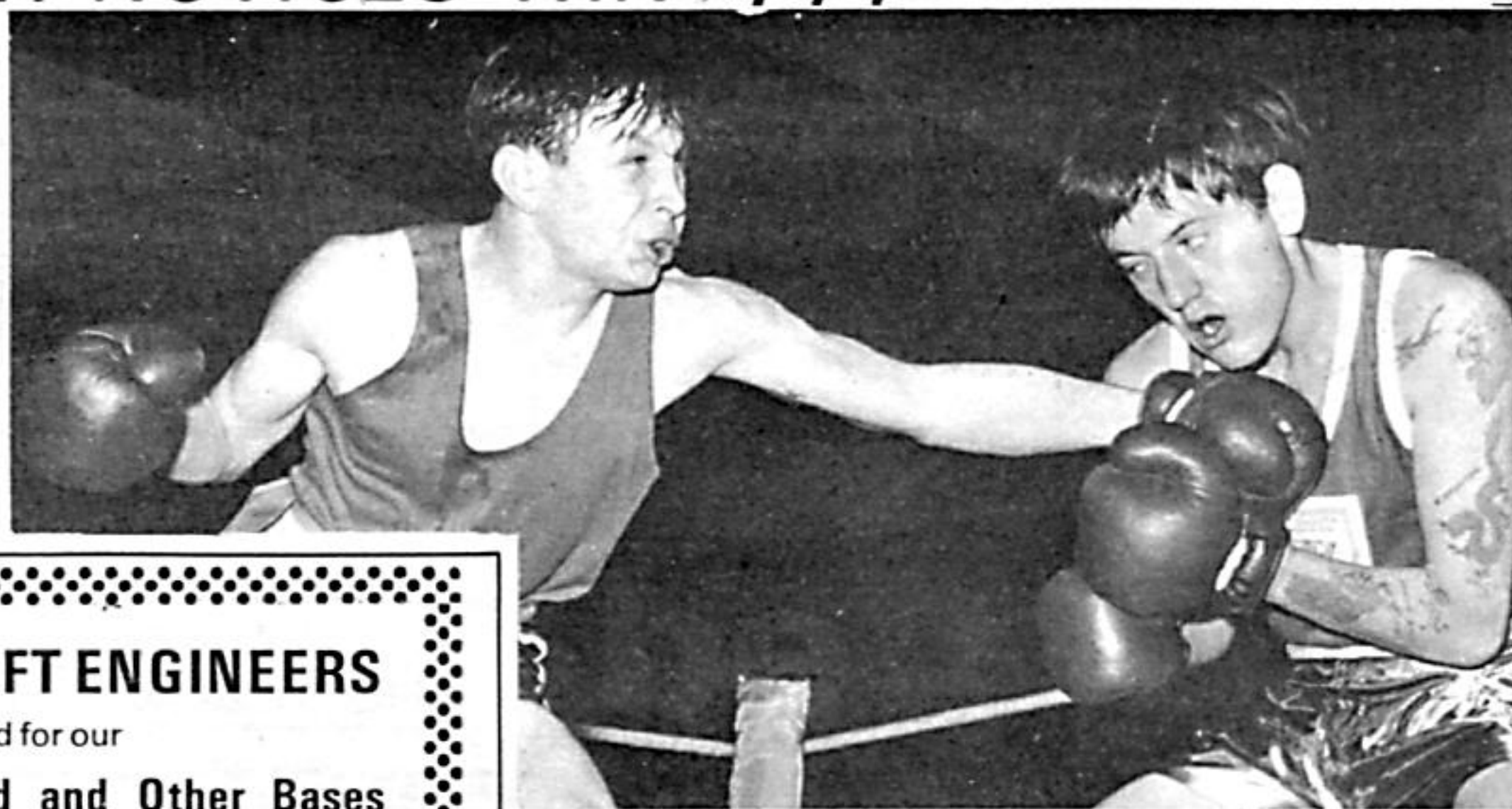
177-181 Hotwell Road BRISTOL BS8 4RZ

Tel: OBR2 293863/5

PLYMOUTH NOVICES WIN

All the effort — and the agony — of Navy novices finals night is summed up in these faces as Junior Seaman V. Moore helps thump Plymouth towards victory by winning his bantamweight final against A.B. T. Iball (Portsmouth).

BOXING NOTES BY PUNCHER



Skilled AIRCRAFT ENGINEERS

required for our

Stansted, Southend and Other Bases

Serving members of H.M. Forces who are seeking well paid appointments in keeping with their Service experience upon release are invited to write for an application form and further details of immediate vacancies. Resettlement courses are available for selected candidates.

Enquiries from ex-members of H.M.S. Forces are also welcome.

Write giving full details of age, experience and release date to:

The Personnel Officer
Aviation Traders
(Engineering) Limited
Southend Airport
Southend-on-Sea
Essex



GEC-Marconi Electronics

ELECTRONICS ENGINEER

An Electronics Engineer is required for the Spares Department of our Central Division which is in Chelmsford. We think this post will suit members of HM Forces with electronics experience who are nearing completion of their engagement. Previous experience of Test or Maintenance Work or other experience involving use of electronic equipment is necessary. The post will be concerned with advising the Company's customers on spares replacements, spares levels and substitute components and it will involve working in close liaison with design and development staff in the fields of radar, broadcasting, communications and data handling equipment, and valve applications.

Attractive salary, excellent conditions, removal expenses where appropriate.



Applications giving brief details of experience, age, qualifications and quoting reference DS/CENT/3/69 should be addressed to Mrs M. E. Attwood, Personnel Officer, Central Personnel Services, The Marconi Company Limited, New Street, Chelmsford, Essex.

A GEC-Marconi Electronics Company

AMERICAN COMPANY

requires Radio Artificers, Mechanics, P.O.R. El.'s or experienced L.R.E.M.'s to work anywhere abroad. Single men preferred. Work and conditions are rigorous. Starting salary £1,200-£1,800 tax free with all expenses paid whilst abroad.

**Contact: Mr. M. Jones,
9, Burlington Lodge,
32, Lubbock Road,
Chislehurst,
Kent**

or Telephone: 01-467-6340 (Home and Business No.)

Fight night

For the second successive year Plymouth Command won the Inter-Command Novices Championships at Eastney Barracks. Plymouth and Naval Air Command each won four of the evening's ten finals.

The Plymouth team was obviously well trained by PO Gleeson, one of the outstanding Navy boxers in the early 1960's.

Portsmouth Command and the Royal Marines, having difficulty in retaining their command winners and runners-up, entered numerically below strength teams.

The outstanding bout was the featherweight final in which young Marine Bob Elysee, who won two trophies recently for being the most promising boxer at the Royal Marines Novices Championships and in the Royal Marines v Kent A.B.A. team match, lost the closest of decisions to another youngster, J/NAM Pat King.

ME Andy Coke (Plymouth) surprised a few connoisseurs with considerable ring craft for a novice who admitted to only three previous bouts. Although he found himself "decked" in the first round of the middleweight final by one of his team-mates, AB George Smith, he went on to win convincingly.

After Portsmouth Command welterweight ME Brian Smith won his final against ME Dave Laing (NAC), the question of his eligibility was discussed by the RN Boxing Committee.

L/Mech. Peter Curtis looked a more than useful heavyweight, and with the recent departure of George Harris to civilian life, may soon be "blooded" in the Royal Navy team.

Marine John Coombes, serving at the R.M. Amphibious Training Unit at Poole, has been filling the gap well, but he also leaves for civilian life next February.

Result: Plymouth Command (Ply) 23 points, Naval Air Command (NAC) 19, Portsmouth Command (P) 15, Royal Marines (RM) 12.

Winners: Flyweight, OEM G. Williams (Ply); bantam, J/Sea V. Moore (Ply); feather, J/NAM P. King (NAC); light, POEL W. Williams (NAC); light welter, CK A. McLaughlin (Ply); welter, MEI B. Smith (Ply); light middle, MEI V. Fahy (Ply); middle, ME A. Coke (Ply); light heavy, J/CK E. Bryden (NAC); heavy, L/Mech. P. Curtis (NAC).

Special contests: Middle O/Sea R. Duke (P) bt REM(A) R. Vamplew (NAC), points; light, NAM A. Farmer (NAC) bt LAM J. Halpin (NAC), points.

'Stokers' defeat Navy boxers

Against Stoke-on-Trent Select at Stoke in October, the Royal Navy lost 4-6.

Navy winners were: welterweights, A.B. S. Cleaver (H.M.S. Excellent), Cpl. R. Hall (ITC R.M.), Marine D. Shambley (RMB Eastney), and light-heavyweight Cpl. W. Newton (RMB Eastney) who scored a first round knock-out.

VACANCIES FOR EX-SERVICEMEN



Airwork Services Limited offer employment to ex R.N. aircraft and electronic technicians who wish to continue their trade after termination of service. Opportunities exist in many parts of the U.K. and overseas offering accompanied and unaccompanied posts. Enquiries should be addressed to the Personnel Manager.

AIRWORK SERVICES LIMITED

BOURNEMOUTH (HURN) AIRPORT · CHRISTCHURCH · HAMPSHIRE



DYSON DIECASTINGS LIMITED

The Company with the "RESETTLEMENT" know-how, geared to train ex-Service personnel of all rates and regardless of Branch for skilled and semi-skilled openings in industry.

We are an old established company, founded in 1919, leaders in the field of Pressure Diecasting in Zinc and Aluminium.

The opportunities we offer, enable men without any previous industrial experience, to train for a well paid and secure "shore-side" billet in which their Naval training and experience can be turned to its best advantage.

Believing that secure employment is only the first of a number of problems encountered by Servicemen at the end of their engagement, we have entered into arrangements whereby **MODERN HOUSING ACCOMMODATION OF SIZE TO MEET EACH FAMILY NEED**

is available to all, at reasonable rental, with no strings attached.

Such accommodation is also available for newly-weds upon marriage.

The vacancies we currently have, both skilled and semi-skilled, are suitable for:

Artificers (1st Class), which includes Electrical Branch.

Petty Officers and Leading Rates, in the Engineering Branch.

All Rates up to and including Petty Officer in both the Engineering and Seaman Branches.

These occupations all earn in excess of £20 per week (some considerably more). Generous overtime on a purely optional basis, paid holidays.

Why not write us with your brief details including date available for training — even if it is some months ahead. We will reply by return with suggestions for a "shore-side" billet in our new and expanding Factory only 40 minutes by rail from Euston.

We can invariably achieve the required standard within a normal E.V.T. period of training. This means that you can pick up your new job immediately upon release — with somewhere to put the family, too.

Correspondence should be addressed to:

MR. J. R. PRICE (ex-C.O.E.A.)

Training & Personnel Officer,

Dyson Diecastings Limited, Bletchley, BUCKS.

OR your Port Resettlement Information Officer has full details.

GEC-Marconi Electronics

Electronic Test Staff

As part of Marconi Radar Systems Ltd, the Country's leading Radar Systems Company, we are able to offer good prospects to additional Test staff to work on stimulating projects within our expanding range of business. Immediate vacancies exist in the following areas:

Marine Radar Equipment

We are developing and manufacturing a range of Marine Radar systems which extends from standard mercantile surveillance radar to sophisticated computerised equipment.

High Performance Tracking Radars

These equipments are used for the guidance control of missile defence systems.

Servo Control Systems

Our range of Servo Control equipment has numerous advanced applications embracing gun control, frequency converters and current and voltage regulators.

Military Surveillance Systems

Current projects include complex three dimensional radar which forms part of air defence systems.

Member of GEC-Marconi Electronics

Applicants should be qualified to ONC or HNC standard or possess appropriate experience in industrial electronics or in H.M. Services. Conditions of employment are excellent and incorporate a Contributory Pension Scheme and generous holidays and sickness benefits. Some, but not all, of these positions may involve travel in the UK and overseas.

GEC-AEI Electronics

If you would like to meet us to discuss these opportunities please complete the attached coupon. We shall then forward our Application Form to you and arrange a date for interview.

R. Baverstock, Personnel Officer, GEC-AEI (Electronics) Limited, Blackbird Road, Leicester, LE4 0AP. Telephone 23821.

Name	_____
Address	_____
Dates available for interview	_____

EBR/7

Engineer Surveyors

For the inspection of Boilers and Pressure Vessels required in London, Birmingham*, Northampton*, Liverpool and Essex.

Most of these vacancies are new appointments created to service the rapidly expanding business of this organisation.

The career of an Engineer Surveyor is interesting, offering considerable freedom and scope for self management, combined only with minimal supervision. The Surveyor works from his own home.

Qualifications: C.E.R.A. or 1st Class B.O.T.

Salary: £1,365 (£1,436 in G.L.C. area) rising to £1,785 (£1,856).

Car provided.

Contributory Superannuation Scheme.

Free Life Assurance.

Apply to M. D. Poland, Ajax Engineering Policies at Lloyd's, 69, Mark Lane, London, E.C.3.

* or within 21 miles thereof.

U.K. DIVISION OF RANK XEROX LIMITED

prospects in the '70's for field service engineers

Here's something you may not know:

H.M. Forces training equivalent to City and Guilds Electrical Engineering Certificate fits you out for a satisfying job in the Rank Xerox Photocopier/Duplicating machines field.

Men over 21 with practical experience in light electrical or electro-mechanical work are needed now and in the future for our expansion programmes.

We give you six weeks product training followed by full field training. You then become an independent engineer, meeting clients on your own, with the resources and facilities of Rank Xerox behind you. There's a good starting salary, and after twelve months you could be earning £1,400 p.a. — with free Life and Accident Insurance, a Pension, and other fringe benefits including a Company vehicle or "walking allowance."

You may work in London, the Home Counties, or the provinces. Write for application form and more details to:

Personnel Manager, Recruitment (R.N.)

Rank Xerox Limited, U.K. Division

P.O. Box No. 98, London, N.W.1



RANK XEROX
LIMITED

A DIVISION WITHIN THE RANK ORGANISATION
JOINTLY OWNED WITH XEROX CORPORATION



The Rank Organisation
The man with the gong — a man of many skills



RADIO TRAINING INSTRUCTOR

Redifon are looking for a man, aged between 25 and 40 years,

Experienced in S.S.B. Solid State Equipment, to join our Marine

Division as Training Instructor. Applicants should be

Interested in passing on their knowledge to others and in a

Future with an expanding progressive Company, which

Offers a challenging job, good salary, together with all the

Normal fringe benefits, plus quite a few above normal ones.

Interested? Want to know more?

Write for a date for interview to:—

The Personnel Officer,
REDIFON LIMITED,

Broomhill Road, Wandsworth, S.W.18.

Telephone: 01-874 7281.

REDIFON

A Member Company of the Rediffusion Organisation

Who would
spend millions
of pounds
to employ an
idiot?



Many companies have spent millions of pounds on their installations. And many more are joining them.

But a computer is basically an idiot.

It needs a highly complex programme to make it perform the simplest task.

Abd clever, well-trained personnel can make it do some pretty remarkable things.

So companies must protect their investments by employing top programmers and systems analysts.

Like the people we train.

And we could train you for this satisfying, and rewarding, career where you're judged on your own ability. We've found that Service personnel often make good programmers and analysts.

Find out more by writing for details to
Miss Dane Ellis, the
Computer Training Centre,
143a Knightsbridge,
London, S.W.1

CTC
Computers are the future

GEC-Marconi Electronics

TEST ENGINEERS at Marconi, Wembley

Applications are invited from ex-Regular Service Technicians with the appropriate Forces training in Electronics and Telecommunications. The positions, which are at our Wembley factory, cover a wide range of equipment including transmitters, receivers, data handling equipment and radar.

This is an opportunity to join a high quality company—winner of the Queen's Award to Industry every year since its inception—which operates in an expanding industry. Conditions are good—subsidised canteen, contributory pension and life assurance scheme, social club, competitive salaries.

The factory is ideally situated, being within easy reach both of London and its underground system and the outer suburban and green belt areas served by the M1 and its associated approach roads.

Marconi



If you are interested please call, telephone or apply by letter giving age, education, experience and present salary, quoting reference NN/WW/4 to: The Assistant Personnel Officer, Wembley Works, Lancelot Road, Wembley, Middx. Tel: 01-902 9421.

Member of GEC-Marconi Electronics

LEAVING THE SERVICE AND UNSURE OF YOUR FUTURE?

If so why not contact the Service Manager at the Hawker Siddeley factory at Brough, Yorkshire, for details of the vacancies that exist connected with varied types of military aircraft.

- AIRFRAME ENGINEERS
- ELECTRICAL ENGINEERS
- SPARES CO-ORDINATORS

HAWKER SIDDELEY AVIATION LTD
BROUGH YORKSHIRE



ASK YOURSELF

"AM I NOW GOING TO EARN AS MUCH AS MY SERVICE PAY?"

WHY NOT!!

EX-SENIOR RATINGS BETWEEN THE AGES OF 25-45 CAN EARN £2,000 PER ANNUM PLUS

OUR INTERNATIONAL COMPANY IS ONE OF THE WORLD'S LEADING DESIGNERS AND MANUFACTURERS OF FIRE FIGHTING EQUIPMENT. ALREADY WE HAVE A MAJOR SHARE OF THIS RAPIDLY EXPANDING MARKET

OUR PRESENT SUCCESSFUL SALES FORCE INCLUDES MANY EX-ROYAL NAVY PERSONNEL IN PARTICULAR FORMER C.P.O.s WHO ARE HAPPILY MARRIED? LIKE THE FREEDOM TO USE THEIR INITIATIVE, AND WISH TO COMMENCE A NEW, INTERESTING AND WORTHWHILE CAREER

WRITE TODAY FOR DETAILS TO:

MR. E. DAVENPORT
NU-SWIFT INTERNATIONAL LTD.
ELLAND, YORKSHIRE
TEL. ELLAND 2852

Bass Charrington Turning point? What about running a pub?

ARE YOU A MARRIED MAN, with initiative, interested in people and well able to take responsibility? Then here is an opportunity to use all these qualities. Running a pub doesn't call for paper qualifications, but for the rarer thing—quality of character. We offer you hard, enjoyable work, and ample rewards. If you are chosen, you and your wife will be invited to train in selected Public Houses in addition to attending short residential courses at one of our training centres. We very much regret we cannot accommodate children during training, so you will have to arrange for them to stay with relatives or friends. Apart from your salary and bonus (which can be boosted to as much as £2,500 for top managers), you will live rent and rate free, AND we will pay all your household bills. There is also a generous contributory pension scheme with free life assurance and 3 weeks' paid holiday a year. Tenancies of Charrington houses are also available for a small capital outlay—you pay nothing for the goodwill. Although the bills will be your responsibility, the net profit is also yours. If you feel this job is "you", please drop us a line, giving your name, address, number of children and previous experience in trade, if any, to:

E. W. Sandford, Senior Appointments Officer,
Charrington & Co Ltd,
85 Moorgate, London, E.C.2

Please quote Ref. NN on
envelope and letter



C. & N. (Electrical) LTD.

THE GREEN GOSPORT

Due to the recent expansion of the Workshop Area the following vacancies exist:

SHEET METAL WORKERS

ELECTRICAL FITTERS

BENCH FITTERS

ELECTRONIC WIREMEN

**PAINTERS
(SPRAYSHOP & SHIPWORK)**

E.V.T. COURSES CAN BE ARRANGED

- Modern Factory with good working conditions
- Area rates of pay, plus merit money
- Earnings up to £19/7/6 per 40-hour week, plus overtime
- Company pension scheme

Apply in writing or phone
GOSPORT 82392

NAVY NEWS

will publish a
Resettlement feature
in its February issue
Advertisers are asked to reserve
space as soon as possible

AIRCRAFT ENGINEERS

Applications are invited from Aircraft Technicians/Engineers who are experienced in servicing Lightning aircraft in the field.

Vacancies exist for a
DEPUTY CHIEF ENGINEER
and **SECTION LEADER**

both of whom must have had the appropriate supervisory experience. These appointments, which are in the Middle East, carry generous salaries plus bonus, and the Company provides bachelor accommodation with a high standard of catering and other facilities which include free air passages for leave which is on full overseas salary.

Please Apply to:

The Personnel Manager,
AIRWORK (OVERSEAS)
LTD.,
Burlington Arcade,
Bournemouth, Hants.

AIRCRAFT INSTRUMENT TECHNICIAN

A large British Company operating in the Middle East has an immediate requirement for an experienced **AIRCRAFT INSTRUMENT TECHNICIAN** in their Aero Medical Centre.

The work will involve the installation and maintenance of a modern high altitude decompression chamber and the successful candidate will have considerable knowledge of d/c chambers and aircraft oxygen systems, either in industry or possibly as a SNCO in HM Forces; before proceeding overseas he will be required to attend a short familiarisation course.

This appointment carries a good salary and annual bonus. The Company provides bachelor accommodation with an excellent standard of catering, and other facilities which include free air passage for leave which is on full overseas salary.

Apply briefly in the first instance to:
The Personnel Manager,
AIRWORK (OVERSEAS) LTD.,
Burlington Arcade,
BOURNEMOUTH, Hants.

CORPS OF COMMISSIONAIRES

Founded 1859

Another career when your Service engagement expires. Age no bar. Divisions in 10 cities of the U.K.

Apply:
Headquarters
419A Strand
London, W.C.2
01-836-6453

ADVERTISEMENT RATES

Display	Size in inches	Cost
Whole Page	14½ x 10½	£100 0 0
Half Page	7½ x 10½	£52 10 0
Quarter Page	7½ x 5 5/16	£26 5 0
Half double column	7½ x 3½	£17 10 0
Half single column	7½ x 1 11/16	£8 15 0
Each single column inch	1 x 1 11/16	£1 5 0

No Blocks - Copy, Pictures or Artwork to: Business Manager,
Navy News, R.N. Barracks, Portsmouth. Tel. Ports. 26040

TECHNICAL INSTRUCTORS (ELECTRICAL & AIRFRAME)



Vacancies exist in the Aircraft Servicing School at Weybridge for Technical Instructors (Electrical) and Technical Instructors (Airframe) to give classroom instruction to personnel from BAC One-Eleven Customers. Duties will include the preparation of technical information and instructional diagrams for inclusion in School Lecture Notes and Aircraft Maintenance Manuals.

This School is a vital element of BAC's service to its customers throughout the world and plays an important part in the continuing international success achieved by the jet airliners designed and built by the Weybridge Division.

If you possess good technical training and sound practical experience in the maintenance or operation of modern aircraft, this is a first-rate opportunity to put your knowledge to profitable use in a new field. Training will be given to candidates with the necessary basic experience.

Please write, quoting reference AD 36/69 NN to:

Personnel Manager,
British Aircraft Corporation,
Brookland Road,
Weybridge, Surrey



BRITISH AIRCRAFT CORPORATION
the most powerful aerospace company in Europe

Start a job worth £20 a week every week of the year.



You won't find a more secure job than a policeman's. And what with free housing and other allowances, it's a job worth £1,000 a year to most young constables. Rising to a maximum worth nearly £1,400 a year for a married policeman. Send now for the booklet that tells you all about the pay, free housing, prospects and increasing opportunities in the police. To apply, you must be 5' 8" or over and between 19 and 30.

There are vacancies in most of the dozens of police forces in the country, including:

☐ BIRMINGHAM ☐ THAMES VALLEY
☐ CHESHIRE ☐ LONDON (and Met.)

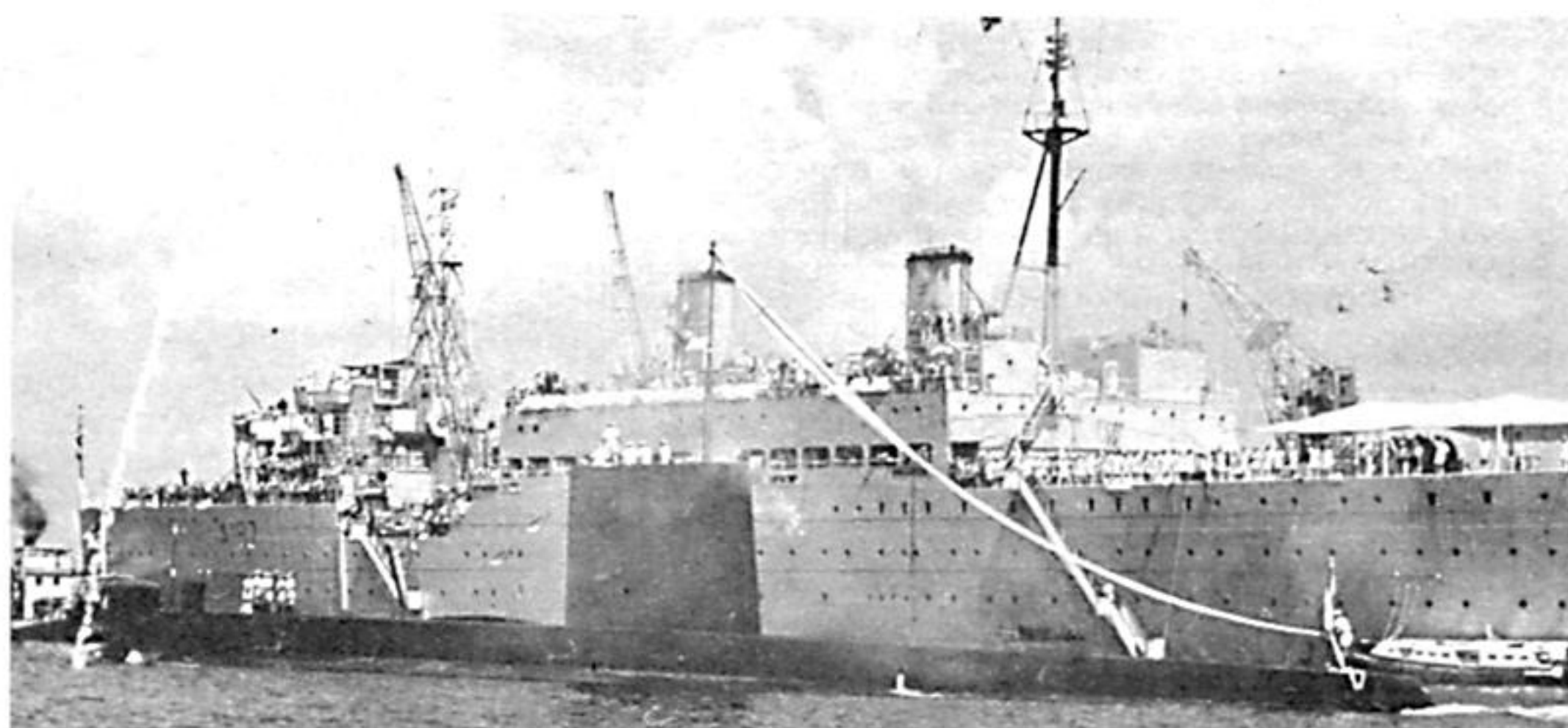
Please tick the force you are interested in. If you are interested in any other force, please tick here ☐
To: Police Careers Officer, Home Office, Dept NF 487
London, S.W.1
Please send me a copy of the Police Careers Booklet.

Name _____
Address _____ Age _____

NF.395

Get on fast in Britain's expanding police force

Going crackers



A Chinese farewell of fireworks for H.M. submarine Rorqual, leaving Singapore after three years in the Far East Fleet. In the background is H.M.S. Forth, forming the grandstand for the occasion.

Juno's hilltop swingers

Before H.M.S. Juno began her journey back to Britain from Hong Kong in mid-October a team of 20 volunteers built a children's playground for the villagers of Po Toi O, a fishing community in the New Territories to the east of Hong Kong.

The only available site was a hilltop covered with dense undergrowth, and the ship's helicopter was a vital link in the supply of cement, equipment and water to this isolated expedition.

Despite the proximity of typhoon Flossie the playground was completed on time, and H.M.S. Juno's commanding officer, Capt. P. D. Nichol, arrived by helicopter to open it and enjoy the first swing.

With this project completed, the ship, loaded high with "rabbits" accumulated over the year, sailed for a short farewell visit to Singapore.

H.M.S. Juno, pictured as she left Singapore naval base in October, bound for home.



AN EXCELLENT REUNION



They were all together in 1940 at H.M.S. Juno and met again at the farewell presentation to Chief Wren Glory England. The group (left to right) are: Chief Wren Earll, Mrs.

Mitchell (Fareham), Mrs. Coates (Canada), Mrs. Langdon (Fareham), Chief Wren England, and Mrs. O'Connor (Emsworth). Chief Wren Earll is still serving at H.M.S. Daedalus.

BOOK REVIEWS | Continued from pages 22, 23

"I began to wonder why I'd come" is a thought which must have gone through the mind of every human being who ever set forth upon the seas, and not the least applicable to those who venture in little sailing boats.

Since the reasons have taxed the minds of intellectuals, the enthusiasts do not bother about logic, but suffer, enthuse, dream — and enjoy.

John Lewis is just such a

Tracking an elusive dream

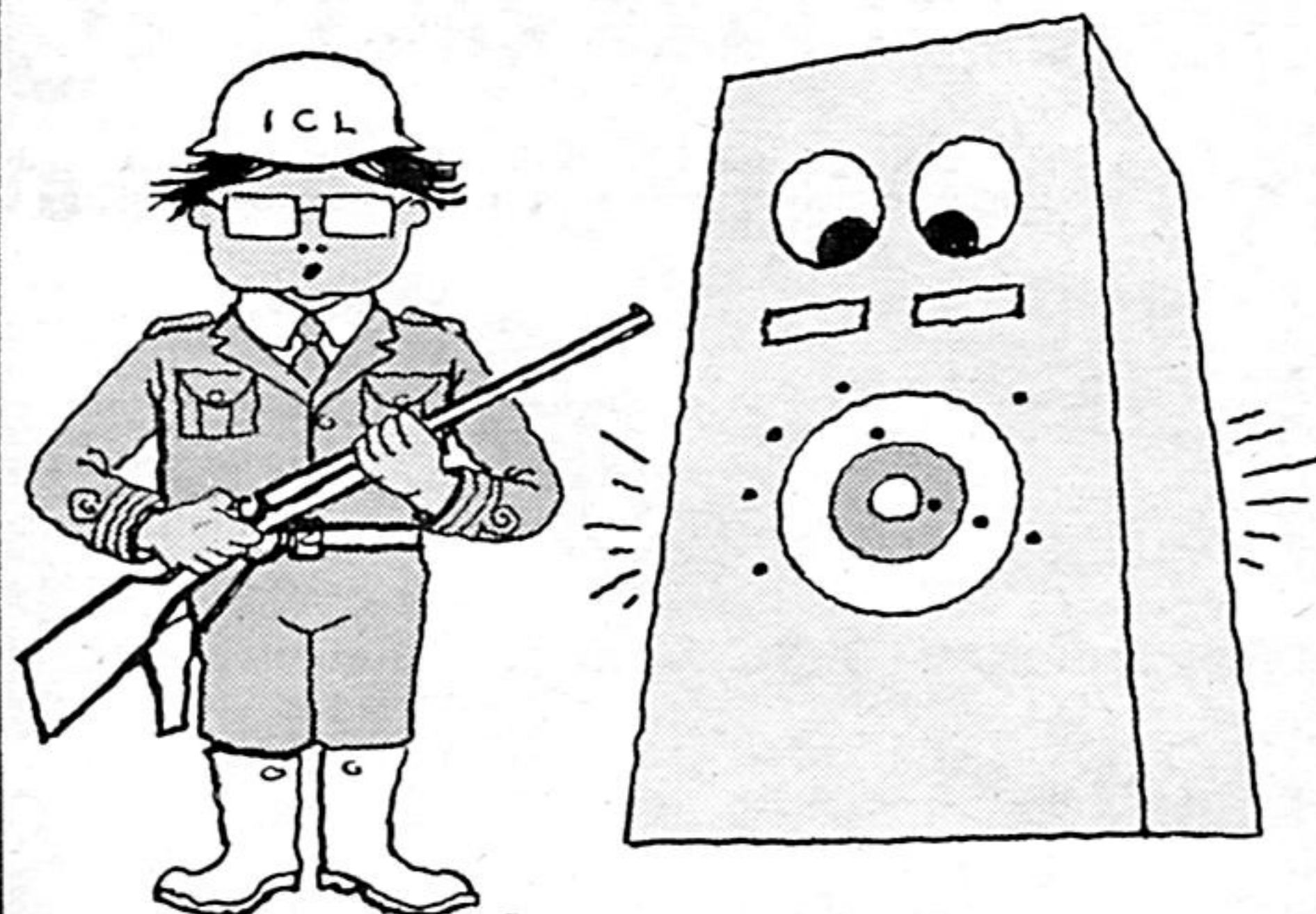
boating man, well known for his articles in yachting magazines, and now he has told the full tale of his progress in "A Taste for Sailing" (Adlard Coles Ltd., price 45s.).

Being very largely self-taught he had his fair share of frights and miseries — even nearly drowned himself — but perhaps the secret of his addiction (and that of everybody else) is the

determination to grapple with the elements and, since you can't win, to come to terms with them.

In doing so, in a strange sort of way, you learn to come to terms with yourself.

An aspect of the book of special interest is the author's own ideas and pursuit of every yachtsman's dream — his perfect boat.



In electronics? Now be a computer troubleshooter

Computers in the 70's... the industry with the biggest growth rate. And ICL is Britain's leading computer manufacturer.

So if you have had electronics experience in a technical branch of the armed forces, put your training to good use as an ICL Service Engineer. We pay realistic salaries while we train you to sort out operational problems and maintain computers in peak condition.

You will have to take responsibility for highly sophisticated and expensive equipment, so if you have a worthwhile career in mind, here is the chance to apply your expertise and initiative to the full. Career progression and promotion are limited only by your ability.

On top of your basic salary we pay generous overtime and shift rates, plus travelling expenses. Working conditions in ICL are well above the average in industry.

Write giving brief details of your career, quoting reference NN105C to:

A. E. Turner, International Computers Limited,
85/91 Upper Richmond Road, Putney, London SW15.

International Computers

ICL

French game encouraging

The Royal Navy received a special invitation to play against the Club Athlétique Beglais, the champion club of France, at Begles, near Bordeaux, on October 29.

As this was part of a British fortnight in Bordeaux which the submarines Acheron, Auriga and Odin were also attending, every effort was made to field the strongest team possible and to rise to the occasion.

Unfortunately, the match clashed with a Hampshire County championship game, but for this important occasion the Navy had to come first.

RUGBY NOTES BY NIMROD

The Fleet Air Arm, remembering their "Fly Navy" slogan, got the party there and back without a hitch. Hospitality was almost too lavish, especially before the game.

The game itself, played under floodlights, was a very good, fast, open, clean exhibition of rugby. The champion club of France fielded a well coached and very able side, and understandably they were a better team at the start than the scratch Navy side.

This was reflected in the half-time score of 11-0 from three good tries and one conversion. Two of the tries came from defensive lapses by the Navy, and very quick reaction by the French.

Things looked quite serious at this point, but Terry Scott, the captain and pack leader, pulled his team together and really set about the opposition.

The first Navy try was scored by Kevin Lavelle, who, although a little unfit and out of practice, played a typical quick-thinking game. His try came from a line-out in the French 25 and Robinson kicked the goal.

SUPERB GAME

The latter had been playing a superb game at full back, fielding high kicks with the floodlights in his eyes without a fault, and it was Robinson who played a great part in the Navy's second try, the best try of the match.

He broke away down the left wing and flicked a well-timed pass inside to Dick Langton, who plunged over for a try. Robinson was concussed by a tackle at this point but came back to finish the game after a short rest.

The result was a 11-8 win for the Frenchmen.

The whole Navy team played well, especially the forwards in the second half, when they really subdued the fiery French pack.

If there was one weakness it was in defence, where the Navy were not quick enough in the first half to cover up their mistakes. But for the Navy selector,

Mixed fortunes

Mixed fortunes have been enjoyed by the touring Royal Navy youth soccer team. On November 22 they beat Derby youth 5-1, but the following day lost 1-6 to Notts and Derby youth.

Cdr. Geoff Randle, it was a very useful and encouraging display.

Three Navy players took part in the first of the Combined Services matches held as preliminaries to the Services game against the Springboks at Aldershot on December 16.

Result of this "preliminary," played against Leicester at Leicester, was a 6-6 draw and the Services only try was scored by Navy scrum half John Davis.

SAIL RACE TROPHIES FOR NAVY ENTRY

The Royal Navy's entry, Spirit of Cutty Sark, won two trophies and was placed third overall in the second of the newly-organized 600-mile Mediterranean ocean races.

Two Italian Navy boats, helmed by admirals, were beaten to gain the trophy for the first Service yacht home, and the Cutty Sark also got the Erroll Bruce Trophy for the first R.N. Sailing Association entry to finish.

On corrected time, the race winner was the Italian yacht Surprise, with Tikka (Malta) second, and Cutty Sark third.

Altogether there were 12 entries in three classes, another Navy boat being Pedler (class two). The Royal Artillery's St Barbara (class three) and Royal Air Force Barada (class three) were also competing.

Skippering Cutty Sark was Lieut. Leslie Williams (H.M.S. Collingwood), and the crew included Third Officer Fanne Worsnop, WRNS, Lieut. Jeremy Holland, CPOs W. T. Scriven, R. Milton, A. Goodlip, R. Williams, and R. Mullender, Lieut. Roger Baldacchino, and Mr. J. Thackeray.

The Cutty Sark is sailing from Malta to Gibraltar, manned by a crew from H.M.S. Eagle.

Some of the crew of Spirit of Cutty Sark, photographed just before the start of the 600-mile race.



MORALE-BOOSTING 4-1 VICTORY

SOCCER NOTES BY BENBOW

After a morale-boosting 4-1 win over Cambridge University, it was disappointing that the Royal Navy's match with the Universities Athletic Union, planned for Monday, November 17 at Slough, could not be played because of waterlogged conditions.

All efforts by the U.A.U. to get the fixture switched to another ground proved fruitless.

The postponement was unfortunate because the Navy players, flushed with their success over Cambridge University, were keen to prove that it was no fluke, but reflected the spirit and capabilities of the team.

Besides, the next fixture was against the mighty Football Association Amateur XI at Fratton Park, and it would have been helpful to have had a get together before this game.

'SCRATCH' SIDE

The match against Cambridge University provided the Navy's first win of the season — and a very good win indeed. Cambridge is considered the best of

He scored four in 18 minutes

Four goals in 18 minutes — that's the kind of personal performance centre-forwards dream about.

Tall Colin Stuart-Titchener hit those four beauties between the 10th and the 28th minutes of H.M.S. Collingwood's Navy Cup divisional final against Royal Marines Eastney at Victory Stadium on November 12.

His achievement helped Collingwood to a 5-2 win — and a place in the semi-final. In this game, however, they met their match and went down 3-0 to R.N. Air Station Arbroath.

In the other semi-final H.M.S. Daedalus beat H.M.S. Ark Royal 4-0.

The final takes place early in December.

the university teams, and they have beaten the Royal Navy in each of the past five seasons.

The win was the more pleasing because of the Navy's previous 2-1 defeat by Oxford University, and the fact that the Cambridge XI held the R.A.F. to a 1-1 draw with the same team at R.A.F. Halton only two days before.

To add further value to the win, it was achieved by a rather "scratch" side. Several known players had to withdraw for various reasons — examinations, sickness, duty, or other important matches — that last-minute replacements had to be called upon.

Even so, the Navy team coach, Pat Brown, and Leading Writer Merriman, of Bellerophon, were called upon to play for the full game. Both, although untried players, performed very efficiently.

THE TEAM

The Navy team was: Patterson (Sirius); Byrne (Bellerophon), Atkey (Excellent), Godwin (Osprey), Merriman (Bellerophon), Wilson (ITCRM), Brown (RNFA), Milligan (Collingwood), Insull (Oberon), Roche (Dolphin), Pughley (Daedalus).

Marines were soon ahead

The Royal Marines were 10 points ahead after only seven minutes of their rugby match against a below-strength Fleet Air Arm team.

The polished and confident R.M. team went on to win 22-12.

The goal scorers were Wilson (2), Insull and Roche.

Good coaching, success, and a sudden burst of enthusiasm and drive were, I would imagine, at the root of this victory.

I wonder how much of this enthusiasm has been brought about by the "reserves" getting into the team and showing that they should be first choice.

Sam beats Swede — twice

AB Sam Cleaver (H.M.S. Excellent), boxing for the Combined Services Boxing Association at Halmstad and Uddevalla in Sweden, convincingly beat Lars Larsson (Stockholm) in both matches.

Boxing immaculately, he won every round except the third in the second contest. It was unusual to see Sam shipping right hands, but he survived them and was still strong at the close.

Cpl. Dave Burton (45 Cdo. R.M.), joined the party at R.A.F. Benson, having just completed exercises with the Commandos in H.M.S. Bulwark.

Against the Swedish number two, he boxed in his usual hard hitting manner, but lost on a majority decision.

Cpl. Bill Newton (R.M.B. Eastney), having lost a close majority decision to the European Police Champion, Sgt. John Banham, at Portsmouth before leaving for Sweden, boxed Branco Mikek, the Yugoslav champion and Nils-Erik Rosen, the Swedish champion, losing both bouts against strong opponents.

After his two victories in Sweden, Cleaver, whose training had been interrupted by flu, was surprisingly beaten at a Portsea Rotary Club dinner show by Southern Counties finalist Peter

Air team tops in tourney

Six games in one week, four won, two drawn, only one goal against, and the inter-command hockey tournament "in their pockets" — it was certainly a great November for Naval Air Command's hockey team.

Having prepared for the tournament with wins against Havant (2-0) and Bournemouth (1-0) hockey clubs, and a 0-0

HOCKEY NOTES BY MEREDITH

draw with South-Eastern Technical Colleges, Air drew 1-1 with Plymouth Command, and beat Portsmouth Command 4-0 and Royal Marines 1-0.

Winning the India Air Force Trophy for the third time since its inception, Air robbed the goal-less Royal Marines, holders for the past two years, of the chance to chalk up a hat-trick.

Despite bad weather the standard of hockey throughout the tournament at Eastney remained high.

Other results were: Portsmouth 0, Royal Marines 0, Portsmouth 1 Plymouth 1, and Plymouth 5 Royal Marines 0.

Blistering soccer!

Although they took time to accustom their blistered feet to local playing surfaces, the footballers of H.M.S. Eagle defeated all Service opposition in Gibraltar, but found the civilian teams harder to overcome.

Watched by large crowds, four of the first XI and one of the second XI games were played on Navy number one pitch outside Rooke under floodlights which have helped to bring Royal Navy football to the notice of the local population.

In the last match, against Gibraltar F.A. at Victoria Stadium, the teams had difficulty in keeping their feet because heavy rain had turned the clay surface into a skating rink.

H.M.S. Eagle results — first team v. Dutch Squadron 0-0, St Joseph's 3-5, v. Army 3-1, v. H.M.S. Rooke 3-0, v. Gibraltar F.A. 2-3. Second team v. Royal Engineers 5-1, v. the Dutch frigate Evertsen 1-0, v. Royal Engineers 2-0.

Keep (Chertsey) in a gruelling scrap.

During the same show, John Laing, the Navy's middleweight champion, was beaten for the second time by Dave Madgers (Eastleigh).

Penelope wins

For the first time in the ten years that the present trophy has been in existence, the Plymouth Command Novice Boxing Championship has been won by a team from a ship.

H.M.S. Penelope's 14 contestants (six of whom reached their finals), won the trophy against teams from other ships in Devonport, and the shore establishments H.M.S. Drake, Raleigh and Fisguard.

Winning hosts

When the Naval Air Command open novices boxing championships were held at R.N. air station Yeovilton on October 22 and 23, the team trophy was won by the host station who had nine boxers in the ten weights on finals night.

Runners-up, five points behind, were Lossiemouth (18), followed by H.M.S. Daedalus (seven), Brawdy (six), and Culdrose (three).



BAUN & CO.
have been Tailors and Outfitters to the Royal Navy since 1880

Our reputation, of which we are justly proud, has been entirely sustained by the recommendation of present and past members of the Senior Service.

We hold largest stocks of all types of Naval Uniform and Accessories

**14 QUEEN STREET
PORTSMOUTH - 22045**

FIXTURES

DECEMBER

4/5—Basketball: RN championships
H.M.S. Daedalus.
6—Squash: R.N. v. United Hospitals.
R.N.C. Greenwich.
10—Soccer: Navy Cup Final.
13—Rugby: R.N. Under 19s v. Hertfordshire XV. H.M.S. Ganges.
Soccer: R.N. v. Leicestershire. Leicester.
14—Rugby: R.N. Under 19s v. Suffolk 19 Group. H.M.S. Ganges.
15—Soccer: R.N. v. Lincolnshire. Grimsby.
16—Rugby: Combined Services v. South Africa. Aldershot.
17—Soccer: R.N. v. Birmingham A.F.A. Stourbridge.
29—Hockey: R.N. v. Cheltenham. Cheltenham.
30—Hockey: R.N. v. Evesham. Evesham.

JANUARY 1970

2—Squash: R.N. v. R.N. Squash Rackets Association. R.N.C. Greenwich.

SECURICOR—
the largest security organisation pay the highest wages — offer the best career prospects.

Join us as an
**Internal Night
Security Officer**

Min. age 21. Min. ht. 5' 6"
Average Pay £25 p.w.

We also require:

NIGHT PATROL CAR DRIVERS

Age 24 to 45. Min. ht. 5' 6"

Average Pay £25 p.w.

A Securicor job has everything and it's a job well worth doing. Go after one today!

If you live in the London area

Call in and see us at

5 Chestergate House,

Wilton Road, Victoria, S.W.1

Mon. to Fri. 9.30 a.m. to 6.30 p.m.

Sats. 9.30 to Noon,

or ring 01-834 5411.

or at: 50A QUEEN'S ROAD,

BUCKHURST HILL, ESSEX

Telephone BUCKHURST 9642

Securicor
MAKE SECURITY YOUR BUSINESS



NAVY SWIMMING HELPED TO TOP BY KEN

Apart from pre-war years, of which little detail is known, 1969 has been the most successful season on record for Royal Navy swimmers. For CPO Ken Ogden, the Navy and ASA swimming coach, the story begins a little earlier...

The son of a well-known Sheffield coach and Yorkshire swimmer-water polo player, Ken was in the shallow end of a swimming bath at 10½ months. At four he was giving diving exhibitions with the world champion springboard performer.

Ken served in TS Indefatigable and later H.M.S. Ganges, where he swam and played cricket for the establishment. While serving in H.M.S. Wakeful, Mull of Kintyre and Morecambe Bay, sporting activities were extended to boxing and soccer, with a game of water polo for the Navy whenever the chance occurred.

In 1952 he was in Portsmouth Command team as a 100yd. backstroke and 220yd. freestyle swimmer. The following year he qualified PTI and at Loughborough College qualified as ASA teacher, returning to introduce the Dolphin butterfly to the Navy.

He later became one of the

first ASA coaches in Britain to go on the national list.

With coaching and training taking more time, Ken "bowed out" of competitive swimming and turned to another pursuit — golf. Luckily there came a draft to H.M.S. Caledonia in the heart of golfing country.

Within 12 months at Caledonia there were eight apprentices in the Navy swimming team. And civilians came from many Scottish clubs as his reputation as a coach grew. One, Christine Harris, from Dunfermline, became the first girl in Scotland to break the minute barrier for 100 yards free style, and later swam at the Olympic Games.

Film swimmer

A draft to Malta in 1960 coincided with their golf season and he won the Navy handicap title. Activities also included swimming, water polo, boxing refereeing, badminton and skin diving.

He was the swimmer in the Navy film "Emergency Resuscitation," made in Malta and is proud of the fact that the idea of mouth-to-mouth resuscitation while still in the water was his own.

In 1962 he won the R.N. (Malta) scratch and handicap golf titles, and before leaving in 1963 was runner-up in the scratch prize, handicap having been reduced to 10.

He prepared the Navy swimmers for their first inter-Services victory since the war in 1964. Four years later he was given special responsibilities to the Director of PT for co-ordinating backward swimming, personal survival, life saving and coaching in the Navy.

The results this season: A win for the Navy at the inter-Services championships, 15 new Navy records, 12 members of the RNASA in the winning Combined Services team (coached by Ken Ogden), a victory over the Scottish water polo team and third place in this year's international club water polo tournament in Berlin.

In August Ken officiated at the ASA championships at Blackpool.

Although described in Cdr. G. Forsberg's book "Long Distance Swimming" as the hardest slave-driving coach he has ever met, Ken Ogden believes that coaxing is equally as important

SPORTSMAN OF THE MONTH



CPO Ken Ogden

as coaching, saying there are so many other easier pastimes available to the swimmer these days.

"You've got to keep them coming back for training, even if it is only for the thought of another trip to Berlin!"

His ambitions include seeing many more Union Jacks on Royal Navy track suits.

WATER POLO SUCCESSES

Played well in Berlin

The Royal Navy water polo team returned unbeaten and with morale high after taking third place in the Berlin Swimming Club's annual international club tournament.

The trip got off to a good start when it was discovered that the pilot of the plane taking them to Germany (Capt. Barton) was an ex-Navy man who had swum for the Service in the Far East.

As a preliminary to the Berlin event, a match was arranged with Aegir Hannover which ended in a 15-5 win for the Navy.

In Berlin the tournament took place at the Schoneberger Schwimmhalle, the finest and most up-to-date swimming pool complex the party had ever seen.

Eight teams competed in the tournament, which was played in two groups on a league basis, winners and runners-up in each group meeting in the final and semi-final.

FINE GOAL

The Navy's first match was a difficult one against the seasoned Ludwigsburg team. After a slowish start the Navy just managed to draw level at 2-2 in the final seconds. They were saved from defeat by a magnificent back-handed goal by the late substitute ERA John Blake.

In their second match the Navy had a fairly hard game against the hosts, the Berlin Swimming Club, and finally won 5-3. Their last game of the group was against Luxembourg and was won easily 9-1.

The Navy only just missed getting into the final, and in the semi-final met Sala Sweden. At full time the score was 5-5, but in extra time Navy scored again to gain a 6-5 victory. This gave them third place in the tournament.

Later the Navy played against the Schoneberg team who not take part in the tournament but had requested a game visitors maintained unbeaten record with a 2-0 after a lively game.

THE PARTY

Officer-in-charge of the party was Lieut-Cdr. P. Baily, hon. secretary of RNASA, and team manager RE(A) 1 Dick Tate.

Navy coach CPO Ken Ogden also accompanied the party which consisted of: Lieut Steele, Lieut. J. Good, Lieut. I. McClelland, S/L D. Auton, CPO J. Hayes, R. Camm, PO J. Blake, LR Parsons, LEM(A) A. Bo L/Cpl. B. Shepherd, OS Harrison and Mne. R. Hinton.

A FINE 'RUN' AT SQUASH

Six matches, five victories this is the Navy news from squash courts.

During the Royal Navy West Country Week-end, the conquering squash team Devon 4-1 on November and the following day achieved victory by the same score Cornwall at R.N.E.C. Man.

Having, before that week, lost to Hampshire 2-3 beaten Kent 3-2, the Navy since beaten R.A.C. 5-0, on November 21, the J Carlton Club 4-1.

Wally's trike record

AB Wally Filby, of H.M.S. Kent, who "goes outside" next year, broke the Royal Navy Plymouth to Portsmouth cycling record by 20 minutes on November 11 — on his lightweight trike.

His time was 11 hours 35 minutes. He left Plymouth at 8 a.m. and was logged in at H.M.S. Victory at 7.35 p.m.

Filby, fed and observed from a following car, reached speeds of up to 45 m.p.h. down the Devonshire hills, but was forced to stop in places in Dorset because he was unable to see through the torrential rain.

'Matt' wins

Leading Seaman P.T.I. Jim (Matt) Dillon won the Chatham Command individual cross-country championship, and the team trophy was won by H.M.S. Dido.

Squash champ.

Lieut. J. M. Benson won the Portsmouth Command individual squash championship by beating Lieut. W. M. Caswell 8-10, 9-5, 9-6, 9-1 in the final.

AIR COMMAND GIRLS FLY HIGH

Having defeated Plymouth and R.M. 6-0 the previous day, Air Command continued their winning ways with a 5-0 victory over Portsmouth Command at the Clarence Recreation Ground, Portsmouth, to regain the Royal Naval Women's Inter-Command hockey title.

Ldg. Wren Jean Steel (H.M.S. Daedalus), who scored a hat-trick against Plymouth and R.M., got a couple more against Portsmouth.

Ldg. Wren Jane Rimer (also H.M.S. Daedalus), scored two in each match.

Other Air scorers were Third Officer Jo Jolly (H.M.S. Heron), against Plymouth, and Third Officer Barbara McCubbin (also H.M.S. Heron) against Portsmouth.

Leading Wren Jane Rimer, of Naval Air Command, who scored four goals during the hockey tournament.



In the semi-finals, Lieut. Benson beat Lieut-Cdr. H. L. R. Rump, and Lieut. Caswell beat Lieut. M. C. Boyce.

Sub-Lieut. Sanders beat Lieut-Cdr. Sinclair in the plate final.

Canoe success

Sub-Lieut. Paul Hind, of H.M.S. Excellent, became the first R.N.K.A. canoeist for many years to win a British Canoe Union ranking slalom competition when he won by 18 seconds against about 100 other competitors at the Division III slalom at Ludlow on the River Teme.

He is automatically promoted to Division II after only one season of competition.

Surg-Lieut. C. W. Evans and Cpl. A. K. A. Williams, paddling for the Royal Marines Canoe Federation, won the senior racing doubles event in the Kerret long distance canoe race in October.

Lost — and won

Most of the sports teams from the Britannia Royal Naval College, Dartmouth, who visited the Army's officer training college at Sandhurst in November came off second best.

The Navy lost the rugby (17-0), squash (5-0), soccer (2-1), clay pigeon shooting (111-95), cross-country, fencing, and basketball (61-59).

But, to save some nautical dignity, the Navy hockey team won 2-1, and the badminton and

also won the doubles event, and the inter-unit trophy was won by R.M.B. Eastney for the second time.

Came third

With 89 points, the Royal Navy's "A" team came third in a cross-country match at Coulsdon on November 1.

The event was won by Portsmouth A.C. (48 points), with Cambridge University second (78), South London Harriers fourth (116) and Walton A.C. fifth (134).

Portsmouth A.C. also won the "B" teams race with 16 points, with the Royal Navy second on 22 points. Third were South London Harriers, and fourth Walton.

High standard

On alternate Saturday afternoons the Victory Stadium is the scene of some high standard soccer served up by Portsmouth Royal Navy Football Club in the Hampshire League.

But the club is disappointed at the lack of support from local residents, naval establishments and ships.

The club, which is the product of the Portsmouth Command F.A., entered the league in 1964 to arouse interest in the Portsmouth area, and to enable R.N. players to compete with good class opposition on Saturday afternoons.

Teams compete in divisions one and three (east) of the Hampshire League.

It is the only club in the area to remain solely a naval representative side, and many of its players are selected for the full Navy squad.

SPORTING ROUND-UP

judo teams were victorious.

Later in November B.R.N.C. Dartmouth beat R.A.F.C. Cranwell 7-6 in Service colleges multi-sports at Dartmouth.

The avenger

Last year's finalists, Q.M.S. Shaw and Marine Noble, of R.M.B. Eastney, again reached the final when the second Royal Marines Corps badminton championships attracted 44 competitors in October.

Noble was the winner, thus avenging last year's result and becoming singles champion.

Together, Shaw and Noble

SINGAPORE SPORT

Christmas 'shiners'?

Some young sailors in Singapore will probably celebrate Christmas with black eyes, but their "shiners" will be the spoils of honourable battle in the boxing ring.

This year's Royal Navy (Singapore) novices boxing championships will be fought out on individual and team basis at H.M.S. Terror on December 20, 21 and 22, and novices who prove good enough will go on to take part in the open championships next February.

Another Royal Navy (Singapore) sporting event which is attracting a lot of entries is the squash championship to be held at Terror from December 18 to 22. There were more than 80 entries last year.

Also during December the Singapore R.N. and W.R.N.S. hockey teams play matches against the Army, W.R.A.C., R.A.F. and W.R.A.F. teams, and the Navy's rugby team plays the Army and the R.A.F.

Free Gift! To All!

YES! At last we are answering every Pools Punter's questions. your method and plan is so good Why sell it to the Public? Why not win all the money yourself? Our answer. We have won enough money and now we want everybody to share in our Good Fortune by sending you without delay the Plan that has won thousands of dividends already this season. It covers 48 matches in a 16 Multi Perm Plan costing only 2/6 to enter on the Pools! We will send to everybody Entirely Free this genuine offer. You don't pay us anything! (B Overseas clients should send 2s. 6d. Airmail charge.) We want everybody to win! Send only s.a.c. and have your win next week, to:

CLYDE, Dept. R.N.,
FORE STREET, ST. COLUMB, CORNWALL

British Transport Police need Constables and Policewomen in London and throughout the Country

Leaving the Services? Then choose a really worthwhile civilian job.

Variety, generous free travel, good pay, pension Here is an opportunity for those with intelligence and initiative.

Qualifications: Physically fit with good eyesight.

Men: 19-35 and at least 5ft. 8in.

Women: 19-35, single and at least 5ft. 4in.

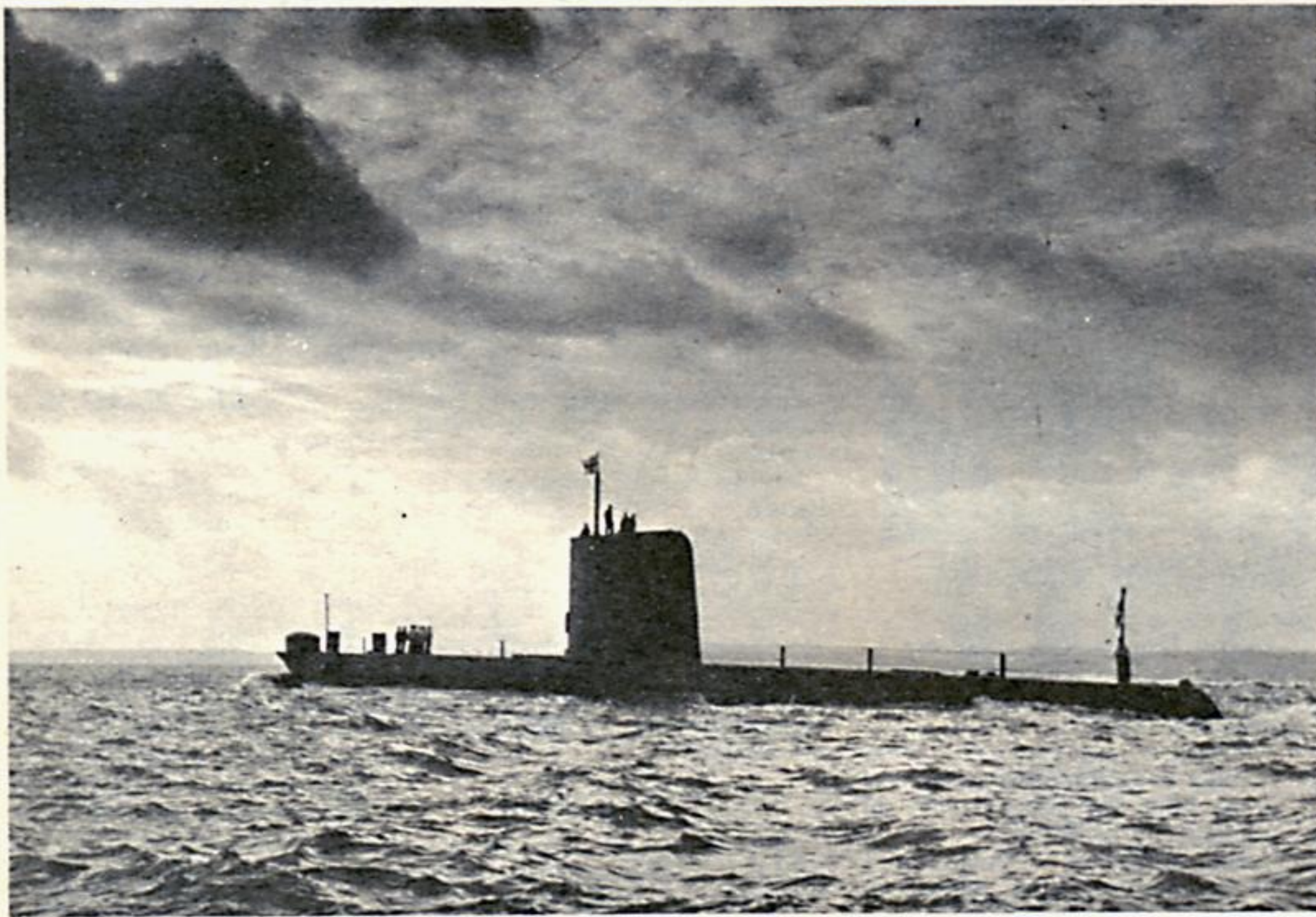
Write to:

Chief Constable (Recruitment), Dept. B
British Transport Police, PO Box No. 25
Park Royal, London NW10

SUB. MAKES FAREWELL SILHOUETTE

Silhouetted against sea and sky is H.M. Submarine Otus, flying a vice-admiral's flag. The Otus was departing from Fort Blockhouse, Gosport, and standing on the fin was Vice-Admiral Sir Michael Pollock, who was leaving the post of Flag Officer Submarines.

He was succeeded in the appointment by Rear-Admiral John Roxburgh, who had been Flag Officer, Plymouth. Vice-Admiral Pollock becomes Controller of the Navy early next year.



The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

D. C. Tyrrell, LS, GL2, G2 Mess, H.M.S. Excellent. Being drafted to H.M.S. Argonaut, Plymouth, January 22. Will exchange for any ship in Portsmouth or Chatham area.

K. Dunstan, CPO Wtr. Staff of COM-FEF. Detailed Pembroke (RNSS) March 19. Will exchange for Portsmouth or Portsmouth-based ship. Write c/o 25, Lucerne Avenue, Waterloo, Hants.

M. G. Seymour, LCEM, 3F Mess, H.M.S. Sirius. Sailing for West Indies leg of G.S.C. April, 1970. Will exchange for H.M.S. Osprey.

F. Flinn, OEM I, c/o Exmouth 74 Mess, H.M.S. Drake. At present serving in H.M.S. Ark Royal and will exchange with any OEM 1 anywhere, preferably in the Far East.

B. R. Thompson, RO2(T), H.M.S. Jupiter.

J. Murray, LOEM. Drafted to H.M.S. Osprey January 23. Over six months for ship's company. Would like to exchange for similar draft in Plymouth area. 5, Argyle Terrace, North Road, Plymouth.

B. W. K. Harman, POM(E), H.M.S. Tiger, Plymouth. Port service (over six months). Wishes to exchange to Portsmouth similar draft. Senior Rates Mess, H.M.S. Drake, Plymouth.

T. Bayley, SA, At H.M.S. President (Furse House). Will exchange with any SA at H.M.S. Vernon, Victory or Dolphin. H.M.S. President (F.H.), 37, Queens Gate Terrace, London, S.W.7.

N. Hogg, PO Ck. PO's Mess, H.M.S. Condor, R.N. air station, Arbroath. Will exchange drafts over six months, for similar in Chatham or Portsmouth area — Chatham preferred.

T. Murphy, PO OEL, H.M.S. Hampshire, B.F.P.O. Ships. On draft to H.M.S. Ganges Feb. 2 for over six months. Will exchange with same rate for anywhere in Portsmouth area. Will be in Portsmouth (F.L.J.) Dec. 15-January 9.

R. A. Gaunt, POCEL 2K PO, H.M.S. Sirius, due West Indies April, 1970. Will exchange for any Home Port service Portsmouth area.

P. Coleman, NA1 AH3 DN, 2M2 Mess, H.M.S. Hermes. Will exchange with any equivalent NA from Portland, Yeovilton or Lee-on-Solent.

B. Iles, LRO(W), 3D Mess, H.M.S. Glamorgan (G.S.C., Plymouth-based). Will exchange for G.S.C. in any ship.

A. Graham, A/L Std. c/o CPO Std, H.M.S. Mercury, near Petersfield, Hants. Draft to H.M.S. Mercury over six months. Will exchange for draft to H.M.S. Neptune or Rosyth base for same time.

J. A. Hall, AB UW2(A), C-in-C Staff, Admiralty House, H.M. Dockyard, Portsmouth. Drafted to H.M.S. Forth, L.F.S.

Exchanges of drafts

Dutch guns 'on' R. Navy

For the first time in 150 years a Dutch frigate trained her guns on a British man of war — then she turned them 10 degrees to starboard for target practice, and scored eight out of 10.

It was all part of the intricate manoeuvres being carried out in the North Sea by three frigates and a destroyer from NATO nations comprising the Standard Naval Force Atlantic.

Commodore B. Veldkamp, of the Royal Netherlands Navy, had 1,000 men under his com-

mand in the Dutch frigates Isaac Sweers and Tjerk Hiddes, the British frigate H.M.S. Leander, and the U.S.S. McCaffery.

November 25 was the day when Press reporters were at sea with the ships which form the world's first permanent international naval force in peacetime.

The programme for that day was to include air strikes by fighter aircraft, Seacat missile firing, gunnery and anti-submarine mortar practice, and a demonstration by Wasp helicopters.

But, 25 miles off the east coast of Scotland, the only foe which the ships had to face was a Force 6 to 7 wind, sleet and raging seas.

CLASSIFIED ADVERTISEMENTS (Continued from Page 25)

LONGING FOR LETTERS? Lonely? Unhappy? Write: Introductions, Jeans, Queen Street, Exeter, Devon.

FRIENDLY FOLK ASSOCIATION, The Terrace, Torquay (established 1943). Social introductions, friendship/marriage. All ages. Brochure free.

SOCIAL SERVICE SOCIETY, 45a, Blossom Street, York. International Introductions, Friendship, Marriage contacts.

SHIPS AND AIRCRAFT OF THE ROYAL NAVY. — Real photo postcards, over 160 in series. New cards published each month. 1s. 0d. each, 10s. 0d. per dozen, post free, Navy News, Dept. P.C., R.N. Barracks, Portsmouth. For complete lists and details read "Navy News".

LONELY? BORED?

Find friends, pen-pals, romance, marriage, or adventure at home and abroad: Send s.a.e. for details now to: ELITE FRIENDSHIP Bureau, 104, Lower Ford Street, Coventry. The ONLY guaranteed club for both sexes young or old, single or married. Use our Experience for Your pleasure!

BE A PRIVATE DETECTIVE. Expert postal tuition. trains action-minded men and women for this very profitable business. M.O.D. Refund scheme applies. — Ex-Inspector Meek (Metro. Police), 20, Old Tiverton Road, Exeter, 7.

ASSISTANT for poultry farm in Hertfordshire. Experience not necessary. Suit ex-Serviceman. Three bedroom, centrally heated bungalow in rural area on bus route. Hard work, healthy life. — Navy News, Box No. 112.

WANTED. R.N. & M.N. Officers' Uniforms; must be in good condition. — Tel. Bexhill 6107.

36 DUREX Gosamer, 21/-; 12 Nu-Form or Conture, 12/-; — Baynes, 16, Chester Avenue, Whitefield, Manchester.

ARE YOU A LIVE WIRE?

Work in a large organisation, office, factory? Can you use an extra £20 a week? Then start in business for yourself selling at work — Send s.a.e. for special bargain list to M. and A. Lester (Wholesale) Ltd., 269 Hackney Road, London E2.

STEALS A KISS



Pleasant reward for JRO J. Henwood after presenting Miss Great Britain (Wendy George) with a bouquet at a soccer game at Derby between a Navy side and a local youth team.

Ships watch

While reports of a big Royal Navy blockade of the Ulster coast have been denied, the Royal Navy has helped security forces by watching for possible gun runners.

H.M.S. Kellington, H.M.S. Wotton, and the Belfast-based H.M.S. Kilmorey have been involved.

1970 PAY CODE

continued from p.1

Why 'leading hand' is evaluation level

Having worked out what a Leading Hand would earn in civvy street, it is merely an arithmetical exercise to arrive at a pay code down to the junior and upwards to the chief, on the basis of time-tested differentials.

SAME SYSTEM

Under this method there is no reason to fear that the present "one company" pay code need be altered for the normal rating, while the more highly-skilled artificer, mechanic, or medical technician can continue to have his higher technical ability recognized by additional pay to bring him into a higher pay band.

Similarly, all the many special duties and qualifications over and above a man's basic duties — submariners, aviators, divers, and the like — can still be rewarded by additional pay. Especially unpleasant conditions, hard lying money, etc., can also be taken into account.

One question often asked is, "Why a Leading hand in the Job Evaluation exercise," since an

Able rate is fully trained for his normal duties, and the comparison is with the fully trained man in industry.

FULLY TRAINED

The answer given to this is that across all three Services and in all branches, it is only at the Leading hand/Corporal level that the fully-trained man can be clearly identified.

Although an Able rate with the "A" scale of pay is likely to be merely waiting for a vacancy on the roster before advancement to Leading, and is fully qualified in all respects otherwise, there are no complement billets specifically for him, and the actual job could equally be done by the Able (B).

There is, however, a bonus in taking the Leading hand since the factor plan includes points for supervision of subordinates.

A Leading hand has subordinates to earn points, while an Able has not.

THE X FACTOR

Over and above the civilian linked "salary" obtained from the Job Evaluation there will be an element of pay to compensate for the special hazards, turbulence, and restrictions of a disciplined Service life — the so-called X Factor — which will be added to make the "salary" a military one.

The Prices and Incomes Board will decide the size and application of this.

THE YOUNGEST NAVY DIVER



JS Ian Kelly (16), above, is the youngest trainee ever to qualify as a clearance diver in the Royal Navy. Ian carried out his diving training at H.M.S. Vernon and is now joining H.M.S. Bronington.

American ships meet British at Gib

British and American warships have been gathering in Gibraltar for routine visits.

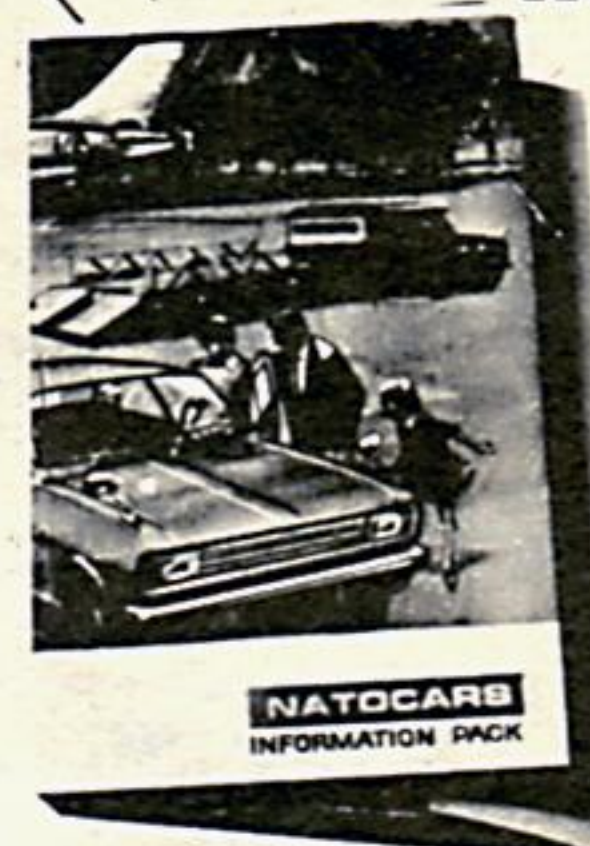
The aircraft carriers H.M.S. Eagle and H.M.S. Hermes lead the British contingent.

The frigates H.M.S. Charybdis and H.M.S. Euryalus and four fleet auxiliary ships, and units of the U.S. Sixth Fleet

were arriving between November 28 and December 2.

The visit brings together three British admirals — Rear-Admiral J. E. Pope (Flag Officer Flotilla, Western Fleet), Rear-Admiral M. F. Fell (Flag Officer Carriers and Amphibious Ships), and Rear-Admiral A. R. B. Sturdee (Flag Officer, Gibraltar).

UK or European posting? Step off the plane and into a new car!



- * Forces discount prices
- * Free transporter delivery
- * Special forces H.P. terms
- * Tax free or tax paid
- * 3 years to pay
- * All paperwork completed for you
- * Last minute orders no problem

Post the coupon for this
FREE Information Pack

Order your new car before you leave. When you get back it will be ready and waiting for you at the airport — fully insured, with all the paperwork completed for the U.K., Europe, or both. The Information Pack gives you the full gen: forces discounts, special H.P. terms, the lot. . . Plus a sheaf of colour brochures of all the latest models to browse through at leisure. You can then weigh everything up, take your time choosing — and take delivery wherever you land. Post the coupon for a free copy; there's no obligation whatever.

Post to: NATOCARS Ltd., Moorlinch Garage, Bridgwater, Somerset. Telephone: Ashcott 488

Please send me your Information Pack — without obligation.

Name Bank

Present Address

Tax free for U.K. and then (country)

Tax paid for U.K. only (tick) ☐

Delivery Date

Vauxhall · Hillman · Singer · Sunbeam · Humber

NATOCARS